

CTP COMMUNITY MEETINGS

Eastern Subcommittee Report

October 1, 2007

(Revised 11/28/07)

(Revised 12/3/07)

SUBCOMMITTEE MEMBERS:

| | |
|-----------------|------------------------|
| Teresa Whitmore | Potomac District |
| Helena Syska | Sterling District |
| Suzanne Volpe | Sugarland Run District |

Recommendations:

- Retain the existing, planned, newly widened 4-lane divided section of Church Road up to Cascades Parkway. The opening of Atlantic Boulevard in 2008/09 will allow for better circulation in and around the area. Creating a 6-lane to 4-lane to 2-lane road in such a short stretch of road would create multiple bottlenecks.
- Install a traffic signal at the Church Road/Lincoln Avenue intersection.
- Retain the newly built existing 2-lane Shaw Road between Shaw Road and Cedar Green Road as a 2-lane section. This is a recently installed neighborhood road that backs to a townhome community. Widening the road would infringe on the backyards of the homeowners to a large degree and would not substantially improve the flow of traffic around the area.
- Remove the proposed Shaw Road connection to Cedar Green Road. The proposed 4-lane connection would cut through a Buddhist monastery and would create very negative impacts to a small area.
- Remove the planned Moran Road overpass. The Moran Road overpass was placed into the ELAMP before Route 28 was envisioned to be limited access. At that time, the Route 28 interchanges were not contemplated. A flyover in between the interchanges at Sterling Boulevard and Church Road would be of questionable use and would land close to a residential area creating negative impacts to the area.
- Better delineate on the Draft CTP map the depiction of existing facilities and planned facilities.

- Examine modification to Route 28/Sterling Boulevard interchange to help eliminate back-ups at signals on Sterling Boulevard just north of Shaw Road and the Route 28 ramps.

CTP COMMUNITY MEETINGS

Central Subcommittee Report

November 29, 2007

(Revised 12/3/07)

(Revised 12/10/07)

SUBCOMMITTEE MEMBERS:

| | |
|------------------|--------------------|
| Robert Klancher | Broad Run District |
| Kevin Ruedisueli | At-Large |
| Barbara Munsey | Dulles District |

Recommendations:

- Consider the realignment of Riverside Parkway between Claiborne Parkway and Loudoun County Parkway to pass through Potomac Farms generally through Lots 134 and 90 (the water lots) staying as far as possible from existing homes.
- Remove the planned Lexington Drive bridge connection over Route 7. This will allow more flexibility in the southerly alignment of Riverside Parkway.
- Remove the Route 860 Relocated and Route 860 Extended corridors between Sycolin Road and Route 15.
- Change the recommendations from the Draft CTP text and map which call for New Road to be widened to a four lane facility between Route 15 and Braddock Road to show two paved lanes on both Braddock and New Road west of the Lenah Loop.
- Adjust the alignment of Russell Branch Parkway west of Rt. 659 (Belmont Ridge Road) to have Russell Branch end at Rt. 659 and remove the roadway west of 659 turning south toward extended Gloucester Blvd.

CTP COMMUNITY MEETINGS

Western Subcommittee Report

October 2, 2007

Revised December 3, 2007

SUBCOMMITTEE MEMBERS

Nancy Hsu
Gladys Lewis
John Elgin

Blue Ridge District
Catoclin District
Leesburg District

MEETINGS

The Western Subcommittee scheduled a total of four community meetings to discuss the draft CTP with residents and to obtain input on alternative solutions to traffic issues. Two meetings were held in the Lucketts/Leesburg area, and two in the Hillsboro/Purcellville area.

At the first of each set of two meetings, the County's transportation consultant, Lorna Parkins, presented the background and basis of the draft CTP recommendations. The presentation was followed by community input and discussion.

Using input received at the first meeting, Ms. Parkins modeled community-suggested alternatives using demand projected for 2030, same as the draft CTP. At the second meeting, she presented modeling results and received additional community comment.

1. Lucketts and Leesburg Area

Meetings for the Lucketts/Leesburg area were held on August 29, 2007 at Lucketts Community Center, and September 12 at Smart's Mill Elementary School.

Twenty seven residents attended the first meeting on August 29. The majority supported eliminating the proposed Route 15 Bypass, retaining the existing 2-lane Point of Rocks bridge, retaining Route 15 as a 2-lane road, adding one or more new bridges farther to the east, and using transit and demand management methods to decrease traffic on Route 15. Several speakers favored installing a toll booth at the border to further restrict traffic, but others opposed this. Several suggested improving existing 2-lane roads to help traffic circumvent the Town of Lucketts. Many spoke in favor of pursuing a regional solution in concert with Maryland, particularly with regard to adding a bridge at Route 28.

Thirty nine residents attended the second meeting on September 12. Ms. Parkins presented the results of modeling the following alternatives:

- Retain the existing 2-lane bridge at Point of Rocks;
- Retain existing 2-lane Rt. 15 from the bridge to White's Ferry Road and make improvements to shoulders and turn lanes where needed and where possible;
- Improve existing 2-lane Stumptown, New Valley Church, and Montresor Roads on the west side of Lucketts;
- Add a 2-lane bridge at White's Ferry and improve White's Ferry Road; and
- Widen Rt. 15 to 4 lanes between White's Ferry Road and Rt. 7.

The model showed the following results:

- Retaining the Point of Rocks bridge as 2 lanes was effective in diverting traffic away from Route 15, but level of service projected for year 2030 would remain at LOS F due to demand being more than double the capacity of the existing 2-lane roadway.
- Improving the existing 2-lane roads by bringing them to VDOT standards for 35 mph roadways would increase roadway availability for local traffic, but would not improve level of service on Route 15.
- Adding a 2-lane bridge at White's Ferry was helpful in accommodating demand not accommodated by the 2-lane Point of Rocks bridge. Presence of the new bridge did create more demand, but how much more was uncertain.

Community response was mixed. Although some supported improving Stumptown, New Valley Church and Montresor as 2-lane roads, those who live along these roads did not want more traffic on them, citing safety concerns for horseriders and farm vehicles which presently use these roads.

~~Majority consensus was~~ The majority of participating residents were strongly in favor of maintaining Route 15 as 2 lanes with safety improvements at specific locations, limiting overall demand by adding a new bridge at Route 28, and by implementing demand management tools including park-and-ride lots, commuter buses, teleworking, and toll booths.

2. Hillsboro and Purcellville Area

Meetings for the Hillsboro/Purcellville area were held on September 6, 2007 at Mountain View Elementary School, and September 19 at Harmony Intermediate School.

The first meeting on September 6 was attended by 90 residents. There was unanimous support for improving safety on Route 9, but there were differing opinions on how this could best be achieved. The majority of residents spoke in favor of finding ways to keep as much West Virginia traffic as possible on WV Route 340, and to discourage use of Route 9 through Hillsboro.

There was majority support for eliminating the proposed 4-lane "Hillsboro Bypass" connecting Route 9 to Route 7 west of Hillsboro, keeping Route 9 as a 2-lane road and not expanding it to 4 lanes. There were suggestions to improve existing north-south roads between Routes 9 and 7 to enable them to handle more traffic safely. Many speakers agreed that a true "bypass" around the Town of Hillsboro should go around the Town and bring traffic back to Route 9 as opposed to constructing a new "diversion" road to Route 7. Others were concerned that a "go-around" bypass would have severe impacts to historic properties and to the environment on the south side of the Town and therefore preferred a "diversion" road to Route 7. Many supported using demand management methods such as transit, telecommuting, and a toll booth at the West Virginia border.

In addition to the Route 9 topic, members of the Purcellville Town Council and Planning Commission urged close coordination between Town and County regarding all changes to the CTP, as these changes will affect the Town's Comprehensive Plan as well as the PUGAMP. One speaker requested deletion of the Purcellville Southern Collector Road from the CTP, as its alignment will cut through his farm.

After this meeting, Ms. Parkins modeled the following alternatives going from west to east:

- Eliminate proposed 4-lane "Hillsboro Bypass" and retain all existing 2-lane roads as 2 lanes;
- Improve Cider Mill and Woodgrove Roads between Rt. 9 and Evening Star Drive in Round Hill to accommodate north-south traffic between Rts. 9 and 7; both Cider Mill and Woodgrove are existing 2-lane paved roads;
- Improve Alder School Road west of Rt. 611;
- Relocate the section of Rt. 9 through Hillsboro by creating a New Rt. 9 as a 2-lane road around the north side of Hillsboro; this could be a road tunnel through Short Hill Mountain;
- Restrict traffic on Old Rt. 9 through Hillsboro using traffic calming (Alternate 1) or allowing local traffic only (Alternate 2);
- Retain Rt. 9 as 2 lanes between West Virginia and Clarkes Gap;
- Expand Rt. 9 to 4 lanes between Clarkes Gap and Rt. 7;
- Add interchange at Rts. 7 and 690;
- Retain draft CTP recommendations for 6-lane Rt. 7 bypass, 8-lane Rt. 7 between Rt. 9 and Leesburg, and 6-lane Leesburg Bypass

The second meeting was held on September 19 and attended by 71 residents. Ms. Parkins presented the modeling results as follows:

- Alternative 1, which eliminates the proposed Hillsboro Bypass and adds a 2-lane bypass on the north side of Hillsboro and traffic calming through the Town, results in mostly LOS E on both Old and New Rt. 9, with LOS F at Rt. 9/671 intersection, and east of Rt. 704;

- Alternative 2, which models all elements of Alternative 1 and restricts Rt. 9 through Hillsboro to "local traffic only," produces LOS A on Old Rt. 9 through Hillsboro, and LOS F on the 2-lane New Rt. 9 to the north;
- Both alternatives result in spreading demand across multiple north-south routes without inducing new through-trips on Rt. 9;
- Both alternatives show "excess demand" at a level that could be managed with traffic reduction strategies including transit, ridesharing, vanpooling, and teleworking;
- Policies to promote housing/jobs balance are fundamental to reducing trips from points west to Loudoun jobs.
- Tolls are effective in diverting "discretionary" traffic from a particular route such as Rt. 9, but can create spillover effects to other routes such as Rt. 15; diversion effects require careful study.

The presentation was well received, with many residents speaking in support of the alternatives as modeled. A few questioned the feasibility and cost of constructing a tunnel through Short Hill Mountain; others favored exploring this option. Several spoke in favor of improving the 2-lane roads for safety, but cautioned against improving them to the extent of encouraging increased travel speeds. The Mayor of Lovettsville encouraged close coordination with the Town to assess impacts to the Town's road improvement plans.

REVISED CTP LANGUAGE

As part of the community presentations, Ms. Parkins prepared draft CTP language to support the alternatives modeled for Lucketts/Leesburg and Hillsboro/Purcellville areas. Following is suggested CTP language, modified from that presented by Ms. Parkins, to reflect the alternative measures which received support from the majority of residents.

Lucketts/Leesburg Area

- Retain Route 15 as a 2-lane road, continuing with currently approved Phase 2 and 3 roadway improvements, to include all items listed per attached "VDOT FACT SHEET Route 15 Safety Improvements" dated March 2007;
- As parcels develop, assess feasibility of networking existing 2-lane roads west of Route 15 to improve local mobility for residents between Lucketts and White's Ferry Road;
- Develop local access points with traffic signals on Route 15;

Hillsboro/Purcellville Area

- Delete proposed 4-lane Hillsboro Bypass between Routes 9 and 7;
- Retain existing roads (Cider Mill, Woodgrove, Alder School, and Rt. 690) as 2-lane roads with safety improvements;
- Add interchange at Routes 7 and 690;
- Implement traffic calming measures through Hillsboro immediately;

- Conduct a corridor feasibility study for a realignment of Route 9 around the north side of Hillsboro;
- Restrict through-traffic in Hillsboro in conjunction with realigning Route 9, and plan for necessary signage and enforcement;
- Add 4-lane capacity only to the easternmost portion of Route 9.

All Areas

- With the exception of the limited 4-lane segment specifically described above, retain all existing 2-lane roads as 2-lane roads and work with local communities to identify areas where safety improvements are needed;
- Add all policies proposed in the attached letter dated September 21, 2007 from Waterford Foundation, Inc.;
- Coordinate with Maryland and West Virginia for commuter bus and/or van services from park-and-ride lots on both sides of the border;
- Explore feasibility of adding two or more 2-lane river crossings east of Route 15, each of which will provide additional capacity while limiting impact to existing residential neighborhoods and rural areas.
- Explore travel demand management strategies with Loudoun employers (Trip Reduction Ordinance);
- Adopt transportation impact fee requirements for by-right development;
- Improve policies for jobs/housing balance and affordable housing;
- Explore tolling impacts and strategies with state and federal agencies.

RECOMMENDATION

In view of substantial community support received for the alternatives which were suggested by residents and modeled by the transportation consultant, we recommend that the alternative CTP language provided above be incorporated into the Planning Commission's recommendation to the Board of Supervisors.

Attachments:

VDOT Fact Sheet Route 15 Safety Improvements, March 2007

Letter dated September 21, 2007, Waterford Foundation, Inc. to Ms. Gladys Lewis

Peter Schwartz

Wanda Wells
VDOT audit group

Richard



FACT SHEET

Route 15 Safety Improvements

March 2007

From: 0.21 miles south of Limestone School Road (Route 661)
To: 0.20 miles north of Spinks Ferry Road (Route 657)
Est. Cost: \$5.6 million (contract: \$4.6 million; construction engineering and contingencies: \$1 million)
Start: December 2006
Completion: November 2007

The project includes safety and aesthetic improvements with a focus on maintaining the context of the existing roadway on a one-mile section of Route 15 north of Leesburg in Loudoun County. The unique features of the project were designed in collaboration with the community and constitute several firsts for a Virginia transportation project: landscaping the roadway with a 500-foot native hedgerow, topping the gravel shoulders with grass for a natural appearance, using granite-colored asphalt and weathered steel guardrail in keeping with the environment, and planting two dozen indigenous trees.

RESTORING THE LANDSCAPE

- ✓ A native Virginia hedgerow will be planted to maintain a scenic corridor effect in locations where the presence of overhead utilities precludes replanting with trees.
- ✓ Trees that are removed on the east side of Route 15 will be replaced with 25 native species.
- ✓ Trees which had been initially identified for removal will remain (four trees on the east side and one tree on the west side of Route 15 in the area south of Limestone School Road).
- ✓ 523 Red Twig Dogwoods will be planted behind the truck enforcement area.

WORKING WITH PROPERTY OWNERS

- ✓ To minimize impacts to the Lindsey property, the proposed southbound right turn lane at New Valley Church Road was eliminated from the project and replaced with an eight-foot wide shoulder with a two-foot rumble strip along with curb and gutter.

- ✓ The proposed realignment of New Valley Church Road shown in Nov. 2001 Public Hearing plan was eliminated to avoid impacts to **Christ Church and the Lindsey property**.
- ✓ The shoulder in front of the **Lindsey property** will be treated with granite-colored asphalt to differentiate it from the southbound travel lane and to enhance aesthetics.
- ✓ To save trees along the frontage of the **Utgard property** just north of Limestone School Road, the northbound shoulder and ditch were replaced with a raised curb.
- ✓ The entrance to the **Little Rock Motel** was relocated to align with New Valley Church Road to improve safety and function at the property owner's request.

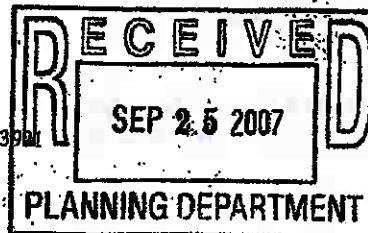
DESIGNING WITH FLEXIBILITY

- ✓ The original 60 mph design was reduced to a 45 mph design to significantly reduce the footprint of the project.
- ✓ Granite-colored asphalt will be used in the **truck pull-off area** located on southbound Route 15 north of New Valley Church Road. The slopes in this area will be landscaped.
- ✓ Granite-colored asphalt will be used in the **transition areas** opposite to left turn lanes instead of ordinarily used chevron striping.
- ✓ **Rustic guardrail** will be installed throughout the project in keeping with the rural character of the surroundings.
- ✓ The 10-foot **shoulders** will have two feet of asphalt and eight feet of gravel. The gravel will be covered with two inches of topsoil and hydro-seeded to establish grass shoulders. The original proposal called for 10-foot asphalt shoulders.
- ✓ The project has been designed to hold existing roadway centerline and elevation to the greatest extent possible.
- ✓ The project typical section was reduced after the Public Hearing to produce a smaller footprint. The area beyond the shoulder in fill sections was eliminated and ditch widths were reduced wherever they could be to minimize grading impacts.
- ✓ **Rumble strips** will be constructed on the paved portion of the shoulder to alert drivers that they are close to the edge of the pavement.
- ✓ The **historical marker** opposite New Valley Church Road has been moved north towards Spinks Ferry Road and a pull-off area will be constructed to facilitate viewing. Granite colored asphalt will be used in the area of the historical marker.



Waterford FOUNDATION, INC.

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September 21, 2007

Ms. Gladys Lewis
Loudoun County Planning Commission
15958 Limestone School Road
Leesburg, VA 20176

Dear Commissioner Lewis,

The Waterford Foundation has taken the opportunity to review the current draft of the Countywide Transportation Plan, and I am attaching our comments for your review. Thank you for your consideration.

As you know, the Foundation has been involved in the preservation of a part of Loudoun County's history for decades. The preservation of historic homes and places cannot be separated from the preservation of those roadways that help shape the character of rural Loudoun. The Village of Waterford and the surrounding National Historic Landmark are nationally significant models for historic preservation because of the holistic approach that addresses the landscape, including roads, as well as structures.

Our recommendations reflect a desire to preserve historic landscapes, including unpaved roadways and narrow lanes, which still define some communities. If you have any questions, please do not hesitate to contact us.

Sincerely,

Kathleen Hughes

Kathleen Hughes
President

Attachment

cc: Loudoun County Planning Commission
Julie Pastor, Director, Loudoun County Planning Department
George Phillips, Loudoun County Office of Transportation Services

**ATTACHMENT****Waterford Foundation, Inc.
Proposed CTP amendments****Add policy:**

To protect the County-designated Waterford Historic District and the federally designated Waterford National Landmark, the County will support traffic calming efforts consistent with the "Bury the Wires and Tame the Traffic; Waterford, Virginia; Preliminary Engineering Study and Concept Plans prepared for Loudoun County, Virginia" by Kimley-Horn & Associates, Inc., completed in October 2003.

Policy #10, p. 3-14

10. The County will consider improvements on unpaved rural roads if there are clear safety concerns according to accident data. Analysis of a proposal for paving a rural, unpaved road shall address the nature of the road users (local v. unfamiliar drivers), accident data, the expected transportation impact of remaining by-right development, and the potential impact to the historic resources.

13. Any necessary improvements to roads in or adjacent to existing villages and historic districts will incorporate site specific, context sensitive design solutions so as to preserve the character and fabric of the villages.

14. Development projects along rural roads will be expected to make appropriate road improvements based on their impacts. Improvements shall incorporate context sensitive design and shall consider impacts on historic and environmental resources and accessibility for bicyclists and pedestrians as well as impacts to vehicle volumes.

15. The County will establish performance standards for rural gravel roads that will be used to assess potential road improvements. Performance standards shall address impact to historic and environmental resources as well as level of service for vehicles.

Draft 2007 Countywide Transportation Plan

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| Area | Initiated By | Item | Staff Comment | Planning Commission Position |
|-----------------|--|---|---|---|
| Western Loudoun | Northwestern Loudoun Citizen Coalition | Request to appoint a task force study to address Western Loudoun transportation issues | This should be done within the context of a corridor study | Noted that citizen input should be included in the early stages of any transportation discussions |
| Western Loudoun | Cactoctin Creek subdivision | Request that right of way not be reserved for 4 lanes on Route 287 south of Route 9 for possible future widening. | Supports maintaining the recommendation to secure additional right of way due to significant future traffic | Agreed with the recommendation to secure additional right of way on Route 287. |
| Western Loudoun | Town of Purcellville | Any new CTP improvements considered for inclusion in the JLMA need approval by the Town. The Town also wants the CTP to reflect recommended road improvements within the Town as well as extending the Purcellville North Collector Road east of Route 287 and connecting the Purcellville Western and Northern collector roads | Staff understands that joint County-Town agreement would be needed for facilities in the JLMA and doesn't object to reflecting Town planned road improvements on the final CTP map with Board approval. More coordination is needed with the Town on the proposed collector road extensions and connections | Supports joint Planning Commissions meetings on these issues. See 9-4. |
| Western Loudoun | Loudoun County Department of Planning | Concerns with the CTP Draft text language which allows for paving unpaved roads. | OTS notes that this policy language change follows the practice of the Board of Supervisors. The current Plan language essentially prohibits paving of unpaved roads in the rural areas. Since that policy has been in place, the Board has supported paving several roads in the rural area when issues of safety or maintenance become an issue. OTS recommends that this policy have flexibility to allow for paving to address safety and maintenance issues. | Supports OTS recommendation. See 1-4 and 3-14 |
| Area | Initiated By | Item | Staff Comment | Planning Commission Position |

Draft 2007 Countywide Transportation Plan

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| | | | | |
|-----------------|--------------------------------|---|---|---|
| Western Loudoun | Waterford Foundation, Inc. | Recommends enhancing Rural Road policies in Chapter 3 of the CTP Draft to reflect a desire to preserve historic landscapes including a policy supporting traffic calming efforts in the Waterford Historic District and additional text with additional language. | Staff supports traffic calming measures and doesn't object to the proposed conditions except for those which recommend addressing the "nature of the road users (local versus unfamiliar drivers)" which would seem difficult to measure. | Note: The revised Western Sub-Committee Report includes a recommendation that the Planning Commission support the changes of the Waterford Foundation. See 3-14 and 3-15. |
| Western Loudoun | Purcellville Resident | Insure that the Purcellville South Collector Road is included in the Draft CTP | Staff notes that this road is in the current and Draft CTP for Loudoun County already. No further action is required. | Confirmed that this road is on the CTP. No action taken. |
| Central Loudoun | Comstock Loudoun Station, L.C. | Recommends reducing the planned Transit Connector Road from 4 lanes to 2 lanes over the Dulles Greenway between the Loudoun Station and Moorefield developments based on projected 11,000 vpd. | Staff notes that a two lane road can accommodate the anticipated traffic and does not object to the reduction provided adequate pedestrian facilities are provided on this link. | Doesn't agree with the proposal to reduce the Transit Connector to two lanes at this time. Maintain the planned Transit Connector Road over the Dulles Toll Road as a four lane undivided road. |
| Central Loudoun | Ravi Sundaram | Due to anticipated impacts to area residential communities, downsize Route 659 (a.k.a. Route 606 Extended on the CTP) between Route 50 and Braddock Road from 6 lanes divided to 4 lanes. | Staff favors maintaining the planned six lanes as is included in the existing and Draft CTP due to the anticipated traffic volumes on this segment. | Favors maintaining the planned six lanes as is included in the existing and Draft CTP |
| Central Loudoun | Luck Stone Corporation | Correct the Route 659 alignment in the vicinity of Bull Run Stone Quarry to reflect an approved alignment. | Staff favors correcting the CTP map to reflect the correct alignment | Agreed with the proposed correction. |

Draft 2007 Countywide Transportation Plan

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| Area | Initiated By | Item | Staff Comment | Planning Commission Position |
|-----------------|-------------------------------------|---|--|---|
| Central Loudoun | Manish Desai, DBD Creations, Inc. | Removal of the planned Route 50/Route 606 Extended interchange due to the anticipated impacts to a retail business in the vicinity. | Staff favors maintaining the planned interchange in this general location. Various approved and pending development, in the vicinity, including Arcola Center, anticipate this interchange. This interchange is important in facilitating Route 50 to become a limited access facility. Also, staff understands that this issue will be resolved through Arcola Center proffers if the rezoning is approved by the Board of Supervisors. | Agrees with maintaining the planned interchange in this general location. |
| Central Loudoun | John Drury and the Town of Leesburg | Recommends adding a link of Crosstrail Boulevard between Route 621 (Evergreen Mills Road) and Route 15 | This was modeled by the consultant. Staff does not favor this extension due to the traffic congestion impacts to Route 15. | Does not favor this proposed extension. |
| Central Loudoun | Town of Leesburg | Concerns that the Draft CTP indicates Business Route 7 in downtown Leesburg would be converted to a one way pair, objection to widening West Market Street to four lanes west of Morven Park Road and concerns about traffic congestion on Dry Mill Road. | Staff notes that the one way pair and four laning of Business Route 7 in Leesburg were tested in the Loudoun model only and are not included as recommendations in the Draft CTP. The Town of Leesburg, not Loudoun County, has jurisdiction over these road segments. Staff also notes that future traffic growth on Dry Mill Road will be reduced with widening Route 7 between Route 9 and Leesburg as recommended in the Draft CTP. | No action needed. |

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| Area | Initiated By | Item | Staff Comment | Planning Commission Position |
|-----------------|-----------------------------------|---|---|---|
| Central Loudoun | Town of Leesburg | Opposes widening Route 15 to four lanes north of Town. | Staff supports a corridor study which will review various options to better facilitate and minimize the significant projected traffic in the Route 15 corridor. | Supports corridor study and maintaining Route 15 as 2 lanes. See 2-2 |
| Central Loudoun | Arcola Fire Chief David Fink | Concern that the southbound approach of Gum Spring Road (Route 659) will be cut off with a limited access Route 50. | Staff supports plan language that allows for emergency access. | Supports developing policy language that indicates emergency access will be considered on limited access roads where parallel roads are not in place. See 1-4 |
| Central Loudoun | Prince William County staff | Supports CTP Draft road connections as they relate to Prince William County and the need to coordinate inter County bicycle/pedestrian and transit facilities | Staff agrees. No Planning Commission action needed. | No issues. |
| Central Loudoun | Office of Transportation Services | Concern that existing and anticipated traffic congestion at the Route 50/Stone Springs and Route 625/Loudoun County Parkway intersections may require grade separated interchanges at these locations | Staff recommends studies of these intersections be included in the Draft CTP to determine if grade separated interchanges are needed. | Concurs with staff and supports studies to be included in the Draft CTP |
| Central Loudoun | Loudoun Valley Estates resident | Recommends a connector road between Westwind Drive and the future high school in the vicinity of Loudoun Valley Estates III to enable less circuitous travel. | Staff supports reviewing this possibility. This would include checking existing approved developments, topography and whether cut through traffic would be induced. | Doesn't support adding the proposed road connection. |
| Central Loudoun | Loudoun Valley Estates resident | Concern that an 8 lane, limited access Route 606 in the vicinity of Loudoun Valley Estates could hinder their ability to access this | Staff supports an 8 lane Route 606 in tandem with a study which determines and accommodates connecting routes, frontage roads and access | Supports staff recommendation |

Draft 2007 Countywide Transportation Plan

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| Area | Initiated By | Item | road . | Staff Comment | Planning Commission Position |
|-----------------|---|--|--------|---|--|
| Central Loudoun | Glascok Field at Stone Ridge project | Recommend construction of a single point diamond interchange at Route 50/West Spine Road, construction of a grade separated interchange at the Route 50/Stone Springs intersection and maintaining right in/right out access at Route 50 and existing Gum Spring Road. | road . | Staff can support a single point urban diamond interchange at Route 50/West Spine Road and an interchange at Route 50/Stone Springs if justified with appropriate traffic analysis. The proposal to maintain the right in/right out movements on Route 50 at existing Gum Springs Road is problematic given that this portion of Route 50 is meant to be limited access. Further discussion is needed with the applicant. | Doesn't support specifying a specific design in the CTP and doesn't support the proposed right in/right out on Route 50. Supports a study to review the potential for an interchange at Route 50/Stone Springs. Acknowledges the approval of the Glascock rezoning |
| Central Loudoun | Town of Leesburg staff | Recommend showing an 8 lane facility of the Route 7/15 Bypass between Route 9 and Route 7 (East Market Street) and a grade separated interchange at Route 15 Bypass and Route 15 Business intersection north of the Town of Leesburg. | | Staff agrees with the 8 lane facility and notes that since this is within the Town, staff defers to the Town. With regard to the Route 15 Bypass/Route 15 Business interchange recommendation, staff supports an interchange study to determine if an interchange is warranted. | The widths of the CTP roads should be consistent with what is reflected in the adopted Town Transportation Plans. If changes are different from the Town Plan, obtain a formal letter from the Town of Leesburg specifying their requests/recommended changes to the Draft CTP. See 9.4. |
| Central Loudoun | Play To Win, LLC | Requests deleting the planned extension of Russell Branch Parkway west of Route 659 from the current and Draft CTP so their property won't be affected by the planned road. | | Staff doesn't support the recommended change as this link will help provide local access and minimize direct access entrances onto Route 659. | Per the 11/29/07 Central Subcommittee Report- Recommended Russell Branch Parkway terminating at Route 659 |
| Eastern Loudoun | Cooley Goodward Kronish/clients on Route 28 | Endorse the recommendation to widen Route 28 to 10 lanes between the Dulles Toll Road and Route 606 | | Staff agrees. No Planning Commission action is necessary. | No action necessary. |

Matrix of Items Planning Commission Decisions From the December 3 and December 10, 2007 Meetings

| Area | Initiated By | Item | Staff Comment | Planning Commission Position |
|-----------------|--|--|--|---|
| Countywide | Loudoun County Chamber Board of Directors | Supports specific corridor improvements to Routes 7,9,15,28,50,606,659 and Battlefield Parkway. They also support a Western Transportation Corridor, a Northern Potomac River Crossing, acceleration of Dulles Rail, sustainable revenue sources for transit, local transit to major businesses and job centers in Loudoun and encouragement of travel demand strategies in the Dulles area. | Staff supports those facilities that are consistent with the current Draft Plan as discussed with the Planning Commission. No Planning Commission action is necessary. | Supports staff recommendation. No action necessary. |
| Countywide | Building & Development, Department of Planning and Office of Transportation Services | Various edits of the CTP Draft text in Chapters 4, and 7. This also includes a correction to the Bike and Pedestrian Appendix 5. (Edits Attached) | Staff supports these edit changes. | The Planning Commission hasn't been able to review the edits in chapters 4 and 7 and Appendix 5 and decided not to offer recommendations. |
| Central Loudoun | Loudoun County Office of Transportation Services | Recommends designating Route 606 to a 6 lane divided facility between Shaw Road and Rock Hill Road in order to accommodate existing and anticipated traffic volumes. This link is currently designated on the CTP as a four lane divided facility. It is also constructed as a four lane facility. | Staff supports the proposed designation for 6 lanes on Route 606 between Shaw Road and Rock Hill Road. | Agrees that the portion of Route 606 between Shaw Road and Rock Hill Road should be shown as a 6 lane facility. See page 25 (A1-25) of Appendix 1 and Chapter 2 page 9 (2-9). |
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Overarching Transportation Goals

1. The *2007 Countywide Transportation Plan* is a means of implementing the following objectives:
 - a. Develop and implement a strategy that will respect the valued rural, historic and environmental landscapes and other quality-of-life measures while providing affordable transportation choices for all county residents, including those persons with disabilities;
 - b. Demonstrate an integration of transportation policy with the land use policy of the *Revised General Plan*;
 - c. Maintain Loudoun County's fair share of federal and state funding.
2. Establish a safe, convenient, efficient, and environmentally sound, multi-modal transportation system to serve the needs of all members of the Loudoun community and to support the County's planned growth and revitalization in its regional context.
3. Ensure that land use and transportation decisions are linked so that planned land uses are supported by the appropriate types, levels and timing of transportation improvements, and so that they complement regional needs and initiatives.
4. Develop a transportation system that encourages the use of public transit and other transportation modes as effective alternatives to single-occupancy automobiles.
5. Ensure that the County's transportation system supports other County goals, such as meeting unmet housing needs, promoting economic development and improving accessibility to local jobs, by providing transportation improvements and transit facilities in locations and at levels that reduce trip lengths, travel times and dependence on automobiles.
6. Achieve and sustain an adequate and fair level of state and federal funding to ensure that the transportation system is developed and maintained to serve the needs of the County.
7. Work with the state to update and adapt its roadway design standards to be consistent with the economic, social, environmental and other quality-of-life goals of the County as well as improve the safety and efficiency of the transportation system.
8. Reduce the impact of inter-county traffic on existing communities through the implementation of traffic calming or other measures.
9. Comply with state and federal legislation, such as the Clean Air Act and the SAFETELU, in order to take full advantage of the funding opportunities and to minimize potential disruptions in funding for the transportation system due to changes in standards and regulations.
10. Fully participate in regional and state transportation planning efforts to ensure Loudoun County's interests are addressed in regional and state plans.
11. Utilize the effectiveness of County finances to leverage other public and private funds for public road improvements.
12. Preserve the character of rural Loudoun and ensure that road capacity is not increased in the Rural Policy Area. Unpaved rural roads will be maintained in their current condition except for safety

improvements and **increased maintenance costs resulting from (Delete “to handle”)** the increased traffic volumes caused due to by-right development.

13. The County will track the following system performance measures using available data as input into the assessment of how well the built system helps to meet the managed growth goals of the Comprehensive Plan. Performance measures may include:
 - a. Trends in car ownership per capita
 - b. Trends in the percentage of trips completed by mode (mode split)
 - c. Trends in Vehicle Miles Traveled (VMT) (Countywide and per household average)
 - d. VMT at Level of Service (LOS) “F” or “G” on county arterials
 - e. Vehicle Hours of Travel (VHT/person)
 - f. Accessibility by mode (number of residents within 30 or 45 minutes of x number jobs)
 - g. Fatalities, injuries and property damage by mode per unit of travel (VMT/bus miles, etc.)
14. The County will encourage the utilization of private sector initiatives such as Public Private Partnership Agreements (PPTAs), Community Development Authorities (CDAs), special tax districts and other private ventures for the construction of transportation infrastructure.
15. Designate Route 626 as a Virginia Byway and Routes 50 and 626 as Loudoun County Historic Roadway Districts.
- 16. Involve citizens early in discussions of transportation plans, road improvements and road construction.**
- 17. As Route 7, Route 50 and Route 28 transition to limited access, ensure that emergency access at impacted intersections is provided if the parallel road network has not been constructed.**

Overview of the Integrated Land Use and Transportation Strategy

The transportation strategy is integrally linked to the land use strategy. The *Revised General Plan* presents land use policies for four geographic policy areas; namely, Rural, Transition and Suburban Policy Areas, and towns and their Joint Land Management Areas (JLMA). The policies in the *2007 Countywide Transportation Plan* are intended to support the County's proposed land use to ensure that adequate transportation facilities exist to serve the mobility needs of residents and industry in each of the policy areas.

A. Suburban Policy Area

The County's managed growth strategy is to encourage compact, pedestrian-friendly development in the east supported by well-functioning transportation systems. The County will focus transit investment in the Suburban Policy Area where the greatest residential and employment concentrations are located and where growth in travel is expected to strain the road network.

The overall policy direction for the Suburban Policy Area is to reduce overall gross densities for new residential development to four dwelling units per acre. Higher density, mixed-use development is

routes, featuring existing or planned interchanges with Route 7 at Algonkian Parkway, Cascades Parkway, Route 28, Loudoun County Parkway, Ashburn Village Boulevard, Claiborne Parkway/Landsdowne Boulevard, and Belmont Ridge Road, as well as River Creek Parkway/Crosstrail Boulevard and Battlefield Parkway in the Town of Leesburg. A corridor management plan has been successful in providing limited access to the Route 7 corridor between Leesburg and Route 28. Adjacent development includes planned communities, office and industrial parks and retail centers. East of Route 28, more direct access is provided to Route 7 and retail/ commercial development is immediately adjacent to the roadway. Older, suburban-density subdivisions are also located along this portion of the corridor which is largely built-out at present.

Corridor Adequacy – From the Leesburg Bypass to Route 28, Route 7 is six lanes and will be upgraded to a limited-access freeway; this portion of the corridor as planned appears to be adequate for projected future demand. However, east of Route 28, corridor demand greatly exceeds the capacity of the planned six-lane major arterial (with traffic signals). Severe congestion is anticipated on this portion of Route 7. Due to regional connections and the direct connection Route 7 provides to the regional core, this route is attractive to through-traffic as well as local traffic. Widening the eastern portion of Route 7 is problematic due to development in the immediate area. The portion of Route 7 west of Route 28 does have adequate right-of-way and/or setbacks for eight lanes, but adding these lanes for general use would stimulate demand, adding to the pressure on the eastern portion of the corridor.

Recommendations for this corridor include:

- Add a fourth lane to Route 7 westbound only between Cedar Drive and Cascades Parkway.
- **Remove the Lexington Drive Overpass at Route 7.**
- Improve the flow of traffic through access management and signal coordination east of Route 28, and if redevelopment affords the opportunity, seek to add additional interchanges in place of signalized intersections.
- Develop two additional lanes on the portion of Route 7 west of Route 28; consider utilization of one lane of this portion of Route 7 in each direction for HOVs and express bus service. (These are not necessarily the same lanes as the new lanes would likely be to the outside of existing Route 7 and the HOV lanes would likely be the interior lanes).
- To address local traffic, increase the transit service along the corridor that connects residential areas to commercial areas and improves connections between commercial areas.
- To address through-traffic, support increased commuter bus service, including the provision of additional park-n-ride lots.
- Consider the realignment of Riverside Parkway between Claiborne Parkway and Loudoun County Parkway **to pass through Potomac Farms generally through Lots 134 and 90 (the water lots) staying as far as possible from existing houses. Delete “to a closer, more parallel route. This would increase use of Riverside Parkway and relieve traffic on Route 7 both parallel to and east of this portion of Riverside Parkway. If the ultimate alignment impacts the wells that provide water to some residents in the Potomac Farms Subdivision, the provision of water to those properties would be addressed at no cost to the homeowner.”**
- Adjust the alignment of Russell Branch Parkway west of Route 659 to terminate at Route 659 and remove the portion west of Route 659 extended to Trail View Boulevard.

B. Corridor 2 – Route 7 West

Corridor Description – From Leesburg west to the West Virginia State line, this corridor includes all or portions of Route 7, Business Route 7, Dry Mill Road, Evening Star Drive, and Purcellville Southern Collector. The Towns of Round Hill, Purcellville and Hamilton are located in this corridor, as well as a wide variety of land use including small to large subdivisions, retail and other commercial development, agriculture and rural land uses.

Corridor Adequacy – The development of Route 7 Bypass to six lanes, including new interchanges at Route 690 and White Gate, will adequately serve 2030 travel demand west of Route 287. East of Route 287, some congestion is anticipated, with severe congestion projected to occur east of the bypass/business route merge. This route hosts substantial through-traffic as well as local traffic, as it serves commuters from Clarke County, Virginia and Jefferson County, West Virginia traveling to Leesburg and points east. Due to the high capacity and limited access of this corridor, it is a better route to serve through-traffic than other corridors such as Route 9.

In the alternatives analysis, it was noted that traffic on Route 7 originating from the north, such as Routes 690 and 287, would likely divert to Route 15 if Route 15 were improved; thus the degree of forecast congestion on Route 7, particularly in the eastern part of this corridor, depends to some degree on Route 15 improvements north of Leesburg. The White Gate interchange is critical to traffic flow in the eastern portion of this corridor; this improvement includes a set of frontage roads to maintain parcel access. It also appears that the traffic on the Leesburg Bypass on the west side of town is higher if the Route 7 capacity is increased and Route 15 north capacity is limited, and the reverse is also true. This is discussed further under the Route 15 corridor.

Some congestion also is projected in portions of Purcellville and Hamilton, much of which is localized in nature and not an indication of a regional bottleneck.

Recommendations for this corridor include:

- Adding turning lanes where possible on developed portions of Business Route 7 to improve through-put and improve safety; encourage access management for future development
- Widening Route 7 to eight lanes east of the bypass/business route merge
- To address through-traffic, support increased commuter bus service, including the provision of additional park-n-ride lots.

C. Corridor 3 – Route 9

Corridor Description – The Route 9 corridor extends from the West Virginia state line to the terminus of Route 9 at Route 7. Capturing the inter-relationships of the routes connecting and supporting east-west travel in the area, the corridor includes Route 9, portions of Route 7 Bypass, and routes connecting Routes 9 and 7 including Route 287, Hamilton Station Road, and Hillsboro Road. The Town of Hillsboro is located in the corridor as well as a variety of rural development ranging from agriculture to subdivisions.

Corridor Adequacy – Route 9 is planned to remain a 2-lane road and; as such, would experience congestion in 2030 along much of the corridor, including severe congestion in Hillsboro and at the easternmost link before reaching Route 7. Some congestion on Hillsboro Road (Route 690) is also anticipated.

A variety of alternatives for this corridor were examined, leading to several conclusions. Traffic on Route 9 in Hillsboro and west to Route 287 can be alleviated if an alternate route south to Route 7 is provided.

However, providing an alternate route with new capacity and a shorter travel distance from Route 9 at Jefferson County, WV to the Route 7 corridor also attracts some additional traffic to the existing western portion of Route 9 and the new route (hereafter called the Hillsboro Bypass). Part of this result is traffic from Jefferson County shifting from WV Route 340 and Route 7 to Route 9. The improvements also seem to attract some Maryland traffic to Route 671 and the Hillsboro Bypass; however, this result is greatly reduced if Route 15 is widened north of Leesburg.

Community input indicated clearly that local preference is to manage demand in both the Route 9 and Route 15 corridors, so a demand management approach was analyzed. The approach included several strategies:

- No widening of existing Route 9 at a minimum west of Route 287, in order to encourage as much traffic as possible to use Route 340 and Route 7, which are, or are planned to be widened to, four lanes west of Loudoun County.
- A northern "go-around" of Hillsboro to enable through-traffic to avoid Hillsboro
- Policies (such as no through-traffic and lower speed limits) to discourage through traffic from entering Hillsboro, in addition to full implementation of traffic calming in Hillsboro
- Additional travel demand management strategies to reduce through-traffic, including workforce (i.e. "affordable") housing in Loudoun County, telecommuting, and additional commuter transit service with additional park-and-ride lots in Loudoun County
- Safety improvements to rural 2-lane routes that connect Route 9 with Route 7 (detailed below) as well as remaining 2-lane portions of Route 9.

The travel demand alternative indicated that all of these strategies combined could provide adequate level of service in the corridor, with the exception of the portions of Route 9 east of Route 287.

East of Route 287, the effect of traffic from the north gathering on Route 9 as it proceeds eastward is difficult to overcome. However, widening this portion of Route 9 would worsen traffic on Route 9 on the western portion between Hillsboro and Route 287. It appears that if **Delete "the proposed north-south improvements are made to Route 15, and the Hillsboro Bypass"**, the congestion on this portion of Route 9 would reach a level that could be managed with a combination of turn lanes and/or traffic calming where appropriate, **particularly if travel demand management solutions are implemented**. The exception is the easternmost link of Route 9 east of Clarkes Gap Road, which would have severe congestion in 2030 unless it were directly improved.

Recommendations for this corridor include:

- Add commuter bus service and park & ride lots and coordinate with West Virginia.

- Adding turning lanes where possible on developed portions of Route 9 east of Route 287 to improve through-put and improve safety; encourage access management for future development.
- Provide traffic calming on Route 9 in Hillsboro and, where appropriate, east to Clarkes Gap Road, including reduced speed limits and roundabouts at appropriate intersections.
- Widening Route 9 to a four-lane highway from **Route 662 (Clarkes Gap Road)** (Delete **“the WV line to a new-location Hillsboro Bypass which would”**) terminating at Route 7 Bypass with an interchange.

Delete **“A new Route 690 interchange on Route 7 is already planned and would be located to serve the new corridor, including direct access from the south in Purcellville.”**

- Provide safety improvements to Cider Mill Road, Woodgrove Road, Alder School Road and Hillsboro Road

- Add a new interchange at Route 7 and Route 690.

- Conduct a feasibility study to realign Route 9 to the north side of Hillsboro and restrict through traffic in Hillsboro along with measures for signage and enforcement.

- Countywide strategies for travel demand management, including workforce housing, telecommuting (both employer programs and internet infrastructure in rural Loudoun), and increased commuter transit service as noted above.

D. Corridor 4 – Route 50

Corridor Description – The Route 50 corridor includes the portions of Route 50 entirely within Loudoun County, from the Fauquier County line west of Middleburg to the Fairfax County Line. The corridor includes the network of parallel and connector routes in the eastern portion, including the Route 50 North Collector, Pleasant Valley Connector, Defender Drive, Tall Cedars Parkway, and Braddock Road. Traffic calming improvements are underway in the western portion of the corridor west of Lenah, including a set of roundabouts at Gilberts Corner (intersection of Route 50 and Route 15). East of Lenah, the corridor passes through Transitional and Suburban Policy areas and provides access to retail and office development, as well as residential developments located particularly in the southern portion of the corridor along Tall Cedars Parkway and Braddock Road.

Corridor Adequacy – The 2001 CTP includes 6-lane capacity on Route 50 east of the Lenah Connector, on Tall Cedars Parkway east of North Star Boulevard, and on the Route 50 North Collector between North Star Boulevard and the Loudoun County Parkway. Braddock Road is slated for upgrade to four lanes east of the Lenah Connector. Interchanges or overpasses are planned for the Route 50 intersections from North Star Boulevard east to the Fairfax County line. With these improvements, the anticipated conditions in this corridor are expected to be generally acceptable, with some areas of moderate congestion on Route 50 between Middleburg and Lenah, and severe congestion south of Dulles airport, immediately east of Loudoun County Parkway.

The alternatives analysis looked at a variety of ways to alleviate the congestion on Route 50 west of Lenah, as the traffic patterns indicated that there was demand for traffic to move north from Route 15 towards the Greenway and also east towards Dulles, which was forcing traffic to use this portion of Route 50. The

- Expansion of long-distance commuter bus service by providing park-n-ride capacity and added service on Routes 9 and 7.

H. Corridor A – Dulles South - Sterling

Corridor Description – This corridor loops all the way around Dulles Airport from Sterling in the north to the Route 50 corridor in the south. It includes Tri-County Parkway, West Spine Road, Loudoun County Parkway (portion), Old Ox Road (portion), Moran Road, Cedar Green Road, Pacific Boulevard, Route 625 (portion), Sterling Boulevard and Sugarland Road. The 2001 CTP plans for these roads to be six lanes, in the case of the Parkways and Old Ox Road, and four lanes for the remainder of the collectors in the corridor.

Corridor Adequacy - This corridor is anticipated to have moderate to severe congestion on many of the routes in 2030, particularly Tri-County Parkway, Loudoun County Parkway, Old Ox Road, and the northeastern portion of Route 625 (Church Road). Corridor demand analysis indicated that more capacity in the roads looping around Dulles would attract more traffic, and while congestion would be reduced, it would not necessarily be eliminated. Strategies to provide adequate capacity in this corridor include combinations of adding lanes and upgrading key facilities to limited access freeways. The loop around Dulles was tested for designation of one HOV lane in each direction, with promising results in the preliminary travel demand analysis. The anticipated congestion in the corridor combined with a time advantage for HOV and transit would help reduce vehicle travel in the area.

In the Dulles South area, travel demand strategies are also needed to address congestion. On Route 625 (Church Road), it appears that the section adjacent to Route 28 could be widened, but much of the route is constrained by existing development. It also appears that relief of Route 7 congestion could help Route 625 as it currently provides a go-around for traffic seeking to avoid the Route 7 bottleneck at the Fairfax County line.

Recommendations for this corridor include:

- Widening Route 606 from Loudoun County Parkway to Route 28 to eight lanes and upgrading this portion of the corridor to a limited access freeway. Connecting routes will need to be studied to identify optimum interchange location and feasibility of frontage road and access maintenance.
- **Widen Route 606 from Shaw Road to Rock Hill Road to six lanes.**
- Widen Loudoun County Parkway from Route 50 to the Dulles Greenway to eight lanes and upgrading the portion from Route 50 to Route 606 as a limited access freeway.
- **Delete “Widen Church Road to six lanes from Route 28 to Cascades Parkway.”**
- Travel Demand Management strategies in the Dulles area, including transit and telecommuting, to reduce vehicle trips.
- Consider making Loudoun County Parkway and Route 606 between Route 50 and Route 28 part of an HOV network, using one travel lane in each direction for HOV and express bus service at least in the peak periods.
- Encourage networking of streets in subdivisions, connections between subdivisions, and interparcel access in commercial development to reduce the number of trips on the major collectors, Tri-County Parkway and Loudoun County Parkway.
- **Install a traffic signal at Church Road/Lincoln Avenue.**

- **Retain Shaw Road between Shaw Road and Cedar Green Road as two lanes.**
- **Remove the proposed Shaw Road connection to Cedar Green Road.**
- **Remove the planned Moran Road overpass over Route 28.**

I. Corridor B – Route 28

Corridor Description – The Route 28 corridor extends from Route 7 in the north to the Fairfax County line and includes parallel roads from the 2001 CTP including Atlantic Boulevard, Pacific Boulevard, Loudoun County Parkway (portion) and Russell Branch Parkway (portion), as well as a portion of the Dulles Greenway. Route 28 is planned as an eight-lane limited access freeway, with a network of parallel and cross routes with four lanes. This is one of the major employment corridors in the county, including suburban office parks and providing access to the thousands of jobs at Dulles International Airport.

Corridor Adequacy – The primary congestion problems anticipated with the 2001 CTP improvements are in the vicinity of the Dulles Airport entrance. In this area, Route 28 and the Dulles Greenway are anticipated to be severely congested in 2030. The parallel and access roads in this corridor appear adequate, as planned, to meet 2030 travel demand.

The Fairfax County Transportation Plan Map shows Route 28 as a 10-lane facility with possible HOV and/or transit operations. The alternatives analysis considered matching the 10-lane section in the portion of Route 28 south of Route 606 as well as HOV operations for Route 28. The preliminary analysis of travel demand with the HOV lanes was promising. The anticipated congestion in the corridor combined with a time advantage for HOV and transit would help reduce vehicle travel in the area. As a major employment corridor, this area also has the potential to reduce vehicular travel through the development of transit service and encouragement of employer-based travel demand management programs.

Recommendations in this corridor include:

- Widening Route 28 to ten lanes south of Route 606 if it would not require major reconstruction of existing interchanges.
- Consider Route 28 part of an HOV network, using one travel lane in each direction for HOV and express bus service at least in the peak periods.
- Encourage travel demand management, particularly through the development of transit service focused on major employers and employer-based travel demand management strategies such as flextime and telecommuting.

J. Corridor C – Ashburn/Broadlands

Corridor Description – This radial corridor spans the area from Route 7 to Route 606 including Claiborne Parkway, Ashburn Road, Ashburn Village Boulevard, and most of Loudoun County Parkway. In the 2001 CTP, these roads were planned as six-lane thoroughfares serving as major circulators for the newer and planned subdivisions and commercial centers of the Ashburn/Broadlands area.

Corridor Adequacy – As envisioned in the 2001 CTP, all of the roads in this corridor would have adequate capacity to meet demand in 2030. During corridor demand analysis, it was noted that the removal of bottlenecks and/or increased capacity in the Dulles South area would add demand to the portion of Loudoun County Parkway between the Greenway and Route 606. There do not appear to be major constraints to widening Loudoun County Parkway in this area.

Recommendations:

- Widen Loudoun County Parkway to eight lanes between the Dulles Greenway and Route 606.
- To preserve the functional network of collectors in this corridor and encourage planning measures to reduce the impact of development on these routes. These measures include preparing small area plans that ensure the networking of local streets in and between suburbs as well as land use mixes that reduce trips and trip lengths.
- **Examine modifications to the Route 28/Sterling Boulevard interchange to help eliminate congestion at signals on Sterling Boulevard north of Shaw Road and the Route 28 ramps.**

K. Corridor D – 659/659 Relocated (North Star Boulevard)

Corridor Description – This corridor extends from Route 7 to the Prince William County line, following Belmont Ridge Road to Route 659 Relocated (North Star Boulevard). This corridor serves several communities in the Suburban Policy Area, providing access to Route 50, the Dulles Greenway and Route 7. This corridor was envisioned to have six lanes in the 2001 CTP.

Corridor Adequacy – As planned in the CTP, this corridor has adequate capacity to serve 2030 demand, except for a small link immediately north of the convergence of North Star Boulevard and Belmont Ridge Road. This localized bottleneck can likely be addressed with local operational improvements. In the alternatives analysis, the portion of North Star Boulevard between Evergreen Mills Road and Braddock Road demonstrated moderate congestion in scenarios where the greatest capacity was added to area roadways such as Route 15 and Route 606 / Loudoun Parkway. With the CTP update recommendations, this entire corridor is projected to perform adequately.

Recommendations – Corridor preservation strategies to maintain operations on these routes, such as access management and networking of local roads in new developments along the corridor, are all that is needed to maintain the sufficiency of this corridor.

L. Corridor E – Route 15

Corridor Description – This corridor spans the entire county from Frederick County, Maryland, to Prince William County, Virginia. Roadways included in the corridor are Route 15, Business Route 15 and Battlefield Parkway. While not officially included in the corridor, Route 860 south of Evergreen Mills Road is also relevant to this corridor. Route 15 is planned in the 2001 CTP to have two lanes, while the bypass portion of Route 15 is planned to have six lanes south of Route 7 and four lanes north of Route 7. Battlefield Parkway is planned to have six lanes, forming a parallel route around the Route 15 Bypass, except for the northernmost link which is planned to have four lanes. Outside of Leesburg, the Route 15 corridor is largely rural, with clusters of development fronting the road in several areas including Point of Rocks and Lucketts. The noted portion of Route 860 is shown in the 2001 CTP in its current state, a two-lane rural road, with houses lining the corridor particularly at the southern end. An historic church is located on the south side of Route 50 immediately across from the Route 860 terminus.

Corridor Adequacy – The northern portion of Route 15 is projected to be moderately to severely congested in 2030, with several miles of severely congested roadway having long periods of poor LOS.

In the alternatives analysis, several solutions were examined. Widening Route 15 to four lanes with a portion on new location, similar to the Route 7 system in western Loudoun, was tested in a number of

configurations. Some new location roadway **would be Delete "is"** needed due to the number of properties closely fronting Route 15, particularly in Lucketts. The Point of Rocks area is also constrained with development and terrain. The analysis indicated that a more extensive new location alternative with six lanes would draw high traffic levels. If a bridge over the Potomac River two to three miles east of Point of Rocks were provided with access around Point of Rocks, back to Route 15 north in Maryland, this route would draw extensive traffic that would influence traffic levels on many other roadways; west of Route 15, Routes 287, eastern portions of Route 9 and Route 7 approaching Leesburg would experience substantial traffic reductions. However, downstream of Route 15 on the Leesburg Bypass and the Dulles Greenway in particular, traffic levels would increase. A sustainable improvement on Route 15 will require some degree of moderation **if new capacity were provided, the corridor improvements would need to include Delete "including"** access limitation and corridor preservation to protect the new route's capacity, while providing traffic calming on the portions of original Route 15 that remain so they **would Delete "do"** not become congested. Route 15 Bypass around Leesburg would also need two additional lanes for a total of six, and auxiliary lanes between Route 7 and the Dulles Greenway could also be needed to reduce congestion. The revised CTP with four lanes on Route 15 north of the Leesburg Bypass and eight lanes on Route 7 west of the bypass indicates that the western portion of the bypass would also be congested, but this result depends on the timing of the Route 7 and Route 15 improvements. A four-lane upgrade of Route 15 would still have congestion in 2030 according to the travel model; however, conditions would be improved relative to a 2-lane roadway, and conditions on routes to the west would be improved without widening other routes such as Route 287. It appears that there is a delicate balance between creating additional capacity along Route 15 that draws enough western traffic to relieve other routes, and providing a major new corridor that could induce substantial traffic. **Delete "For this reason, it is recommended that Route 15 Bypass and Route 15 south to Leesburg be developed as four lanes on six-lane right-of-way."**

Public response to the concept of additional capacity and induced traffic on Route 15 north of Leesburg favored exploring travel demand management and regional solutions before considering additional capacity. A set of alternatives was examined that included the following elements:

- **Countywide solutions to reduce through-trips on Route 15, to include travel demand management such as workforce housing, telecommuting, increased commuter transit service, and one or more additional Potomac River crossings east of Route 15 without widening the Route 15 crossing;**
- **Adding alternative routes and mobility for local traffic in the Lucketts area by connecting existing two-lane roads for a more complete street grid between Lucketts and Whites Ferry Road;**
- **Widening Route 15 only in the southern portion of the corridor beginning at or south of Whites Ferry Road; and**
- **Safety improvements to include turning lanes and additional signalized intersections along the Route 15 corridor.**

The analysis of this alternative led to the conclusion that travel demand in the Route 15 corridor will greatly exceed the capacity which is provided at any scale. Thus, the strategies to discourage through-traffic (for example, by not widening Route 15 north of Lucketts) and the countywide travel demand management

strategies are critical to reducing the excess demand within the corridor while not encouraging other through-drivers to replace the trips that are reduced in this fashion. For example, this means that new Park-and-Ride lots should be located within Loudoun County, so that points south of the new lots are relieved of the through-trips while not freeing capacity on Route 15 for traffic entering Loudoun County. The additional capacity on parallel routes and the safety/mobility improvements are also critical to making a congested Route 15 more livable for the residents of the corridor.

While not analyzed in detail, one strategy that appears to offer some relief to the Route 15 corridor without safety or induced traffic side-effects is the development of additional Potomac River crossings east of Leesburg. The analysis conducted did show that one single new crossing of four or more lanes would have significant traffic impacts on both sides of the river; therefore multiple two-lane crossings were proposed. This appears to be a potential context-sensitive solution, particularly for rural areas of Montgomery County, Maryland and rural or suburban areas of Loudoun County.

The southern portion of Route 15 is projected to carry substantially fewer vehicles in 2030 than the northern portion, and most of this roadway will remain uncongested in 2030 as a two-lane road. The exceptions are the northern and southern ends of the route; immediately south of Leesburg to Harmony Church Road, congestion would occur on a 2-lane Route 15 in 2030. Also, congestion is projected to occur south of Gilbert's Corner (Route 50 intersection) by 2030.

The alternatives analysis examined a variety of strategies to address the southern congestion, which revealed that there is demand for northbound traffic in this area to access the Greenway if given a shorter and uncongested route. The Route 860 connector was tested to meet this demand, and it was determined that this route if improved and extended to Route 15 in the vicinity of Braddock Road, would tap into demand warranting a four-lane improvement. However, these improvements would largely serve traffic from developing areas of Prince William County, offering a path through rural and historic areas of Loudoun County. In the interest of travel demand, this improvement is not recommended. However, Delete "This route is already planned to be four lanes from Evergreen Mills Road north to Sycolin Road, which in turn accesses routes with Greenway interchanges to the east and west. To avoid community and historical constraints, some portion of Route 860 north of Route 50 would need to be relocated to the west." Delete "From the Route 860 extension" from New Road south to the four-lane planned section of Route 15 in Prince William County, Route 15 should be widened to four lanes to reduce projected congestion. Delete "to meet future travel demand."

Recommendations for this corridor include:

- Delete "Replacement of" Retain the Point of Rocks bridge as a two lane bridge. Delete "nearby to the east as a four-lane bridge, and widening of Route 15 from this point to the Leesburg Bypass to four lanes on six-lane right of way,

including a new location portion east of Lucketts and existing development that fronts Route 15.”

- Corridor management planning for **Delete “the widened”** Route 15, including a zoning overlay to provide development setbacks and access limitation **as well as assessing the feasibility of connecting existing two lane roads between Lucketts and Whites Ferry Road..**
- Traffic calming on **Delete “ the bypassed portion of existing”** Route 15 in the **Village of Lucketts .**
- **Develop local access points with traffic signals on Route 15.**
- Widening of the Leesburg Bypass to a continuous six-lane freeway in its entirety (adding two lanes to the 2001 CTP improvements north of Route 7 on the east side), and eventually adding collector/distributor lanes between Route 7 and the Greenway.
- **Explore the feasibility of adding two or more two lane river crossings east of Route 15.**
- Consideration of future six-lane portions of Route 15 and the Leesburg Bypass to incorporate HOV operations.
- To reduce through-traffic, provision of park-and-ride lots and commuter bus service in the Route 15 north corridor. **Coordinate this effort with Maryland.**
- Widening of Route 15 from Leesburg south to Harmony Church Road to four lanes.
- **Delete “Development of a Route 860 Connector and upgrading Route 860 south of Evergreen Mills Road, as well as widening Route 15 south of its connection to this route, to provide a continuous four-lane connection from Route 15 in Prince William County to Sycolin Road near the Greenway.”**

M. Corridor F – Harmony Church/Route 9

Corridor Description – This corridor extends southeast from Route 287 at Route 9 to Route 15 south of Leesburg; it includes a portion of Route 9 and Harmony Church Road. The 2001 CTP did not include any planned improvements to these two-lane rural roads.

Corridor Adequacy – The Route 9 portion of this corridor is anticipated to have some moderate congestion in 2030, while Harmony Church Road appears adequate to serve projected traffic demand. The Route 9 Corridor discussion (Corridor 3, earlier in this Chapter) provides strategies for addressing Route 9, although in this particular portion, excess demand is not anticipated to justify roadway widening.

Recommendations – To protect the functionality of this corridor, some traffic calming on Route 9 is recommended to encourage through-traffic to use Route 7 instead of Route 9.

N. Corridor G – Route 287/Route 690

Corridor Description – This corridor extends from the Maryland border to the southern portion of Purcellville and includes Route 287, Route 690, Saint Louis Road, and the Purcellville Southern Collector. These roads were planned to remain two-lane rural roads in the 2001 CTP, with the exception of the four-lane Purcellville Southern Collector.

Corridor Adequacy – The alternatives analysis indicates that Route 287 would be congested along much of its length between Maryland and Route 9 in 2030, as would Route 690 between Route 287 and Route 9. The most severe congestion would occur in Lovettsville. Lovettsville and points north are constrained from widening by development and terrain.

During alternatives analysis, a variety of improvements were tested directly and indirectly on Route 287 which revealed that all of the north-south routes in the northwestern part of the county are inter-related. Specifically, providing more capacity on Route 15 appears to relieve congestion throughout the Route 287/Route 690 corridor north of Route 9. Also, providing additional capacity on Route 287 between Route 9 and Route 7 appears to add traffic to Route 9 west of Route 287. Volumes on Route 287 remain high for a two-lane roadway, although the corridor does experience a higher-than typical balance of two-way directional traffic because some Loudoun travelers are going north to the MARC trains in Maryland while other travelers are commuting in the more typical south and east direction. With the other improvements planned in western Loudoun, the revised CTP LOS analysis indicates that this corridor will be adequate at two lanes, but will have some congestion on the north side of Lovettsville.

Recommendations for this corridor include:

- Reserving right-of-way for the eventual widening of Route 287 between Maryland and Lovettsville, possibly to include Delete **“Route 7 Bypass, including”** a Delete **“potential”** north-east connection around Lovettsville. Delete **“These improvements are not necessarily needed by 2030 but should be planned for in the interim timeframe”**.
- Improvement of the Route 690 connection to Route 7 Bypass via an interchange. Delete **“that also provides access from the south in or near Purcellville. This interchange may be moved west of existing Route 690 to the proposed Hillsboro Bypass as long as access to the interchange from existing Route 690 is included.”**

O. Corridor Maps and Figures

The following figures and maps provide the data referenced in this chapter:

| | |
|-------------|---|
| Figure 2-1a | 2005 Network Level of Service, East |
| Figure 2-1b | 2005 Network Level of Service, Southwest |
| Figure 2-1c | 2005 Network Level of Service, Northwest |
| Figure 2-2a | 2030 Level of Service, CLRP Network, East |
| Figure 2-2b | 2030 Level of Service, CLRP Network, Southwest |
| Figure 2-2c | 2030 Level of Service, CLRP Network, Northwest |
| Figure 2-3a | 2030 Level of Service, 2001 CTP Network, East |
| Figure 2-3b | 2030 Level of Service, 2001 CTP Network, Southwest |
| Figure 2-3c | 2030 Level of Service, 2001 CTP Network, Northwest |
| Figure 2-4a | 2030 Level of Service, Revised CTP Network, East |
| Figure 2-4b | 2030 Level of Service, Revised CTP Network, Southwest |
| Figure 2-4c | 2030 Level of Service, Revised CTP Network, Northwest |
| Figure 2-5 | Lane-Miles of Roadway by Network |
| Figure 2-6 | Vehicle Miles of Travel by Network |
| Figure 2-7 | Vehicle Hours of Travel by Network |
| Figure 2-8 | Daily Hours of Delay by Network |

11. The County will consider appropriate design standards on road segments within Transit Centers to ensure pedestrian and bicycle mobility. Roadway design characteristics within Transit Centers will complement the streetscape design goals outlined in the *Revised General Plan*.
12. The County will continue to refine the Suburban Policy Area transportation road network through the Community Plan process, with extensive input from local residents and the development community. Through these plans, the County will continue to seek opportunities to improve local street connectivity. In addition, these plans should include traffic analysis modeling and scenario planning to test alternative design and development visions and to affirm that traffic systems provide for efficient movement and travel choices throughout the planning process.
13. As secondary road corridors such as Route 606 and Route 659 are improved, they should be considered for reclassification as a primary routes, in light of the heavy traffic loads and critical regional access they are projected to provide. The County will work cooperatively with VDOT to implement these classification changes as appropriate.
14. The County will continue to seek opportunities to improve the planned and existing road network in Suburban Policy Areas by encouraging additional connections between neighborhoods and between residential and employment areas where such connections can be made with minimal disruptions and where it can be demonstrated that such connections will ultimately reduce congestion.
15. The County should consider developing and adopting a measurable standard for street connectivity in large developments. Additionally, the County should require a circulation connectivity plan with all land development applications in the Suburban Policy Area. At a minimum, the circulation connectivity plan will identify and describe internal and external street, bike and pedestrian connections, with the intent of developing a grid of local streets with integrated bike and pedestrian access.

2. Rural Policy Area Roads

Amendments to the *Revised General Plan* have reduced residential densities in the Rural Policy Area. The rural road network, which includes many of the scenic roadways, is essential for preserving rural character and is supportive of tourism and the rural economy. Most rural roads should continue as two-lane roads unless traffic forecasts conducted for this CTP indicate additional improvements are necessary.

- US Route 15, running north-south, is a state-designated Virginia Byway with historic landmarks located along it.¹ Route 15 **Delete “should be widened to four-lanes median divided, from the Route 15 Bypass in Leesburg to the Potomac River except for the segment running”** through Lucketts **Delete “which”** should remain two lanes with traffic calming measures implemented. **Delete “An alignment for a Route 15 Lucketts Bypass should be determined”**. South of Leesburg from Harmony Church Road, Route 15 should remain a two-lane road with 12-foot travel lanes, turn lanes and safety improvements to be built as needed and funded. South of extended Route 860 proposed in the Revised CTP, Route 15 should be widened to four lanes.
- US Route 50 runs east-west between Fairfax and Fauquier Counties. From Route 15 west to the County line, Route 50 is a state-designated Virginia Byway. In the Rural Policy Area there is a Traffic

¹ A Virginia Byway is defined as a road, designated as such by the Commonwealth Transportation Board (CTB) having relatively high aesthetic or cultural value, leading to or within areas of historical, natural or recreational significance.

Calming Demonstration Project funded by the US Department of Transportation (USDOT) from Lenah (in Loudoun County) to Paris (in Fauquier County). This traffic calming project will maintain US Route 50 as a two-lane highway. Roundabouts will be installed at Gilberts Corner that will ultimately include a two-lane roundabout at the Route 50/Route 15 intersection and two auxiliary one-lane roundabouts south of Route 50 on Route 15 and east of Route 15 on Route 50.

- **VA Route 7** is a primary arterial highway running east-west through Loudoun County. In the Rural Policy Area, it connects from the western boundary of the County with Clarke County to the western boundary of the Town of Leesburg. VA Route 7 is currently planned to be a six-lane primary arterial highway between West Market Street (in Leesburg) and Round Hill, and a four-lane primary arterial highway from Round Hill to the Clarke County line. To meet projected demand, Route 7 should be widened to eight lanes between Route 9 (also the split of Route 7 business and the Route 7 Bypass) and the Leesburg Bypass. This portion of Route 7 should also be upgraded to limited access via the White Gate interchange and associated frontage roads.
- **VA Route 9** runs from the northwest boundary with West Virginia to VA Route 7 near Paeonian Springs. Traffic calming measures should be implemented in the Town of Hillsboro. **Delete "An alignment for a Hillsboro Bypass should be determined. The Bypass would begin west of Hillsboro and run south of the town. West of the Bypass."** Route 9 should be widened to a four-lane, median divided road **Delete "It should also be widened to a four-lane median-divided road from"** only from Route 662 (Clarkes Gap Road) to Route 7.
- **VA Route 287**, between the Potomac River near Brunswick, Maryland and Route 7 in Purcellville, will be kept as a two-lane minor arterial highway. The Town Council of Purcellville has requested funds from the Commonwealth Transportation Board for improvements to the intersection at VA Route 7 and VA Route 287 as well as extending Route 287 on the south side of Business Route 7 to Route 690 as the South Collector Road. Safety improvements will also be implemented on Route 287. According to traffic projections, Route 287 between Maryland and Route 9 could become sufficiently congested to require widening by 2030. **Delete "however parallel improvements such as widening of Route 15 could postpone the build-up of traffic on Route 287 beyond 2030."** In light of this route's traffic growth, opportunities to reserve right-of-way for a four-lane median-divided roadway in this corridor should be acted upon.
- **All secondary roads (numbered 600 and above)** in the Rural Policy Area will be kept as two-lane paved roads or unpaved roads (approximately 334 miles unpaved in mid-year 2007) with only essential safety improvements to be undertaken where required to provide adequate levels of service and safety. **Delete "An exception is the proposed Hillsboro Bypass, should it be numbered as an extension of Route 690."** Road improvements commensurate with impacts are expected to be provided by residential and non-residential developments along rural roads. In already-developed areas where traffic is projected to surpass 10,000 ADT in 2030, through-put of traffic should be preserved via the development of appropriate turning lanes.

The CTP Appendix One: Design Guidelines for Major Roadways Countywide, contains details on the existing, interim and ultimate conditions for Rural Policy Area roads. Appendix Two: Road Priorities, provides the priorities for these roads.

Unpaved Roads

Loudoun County had a 334-mile network of unpaved rural roads as of 2007. These roads reflect the

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County's agricultural heritage. Many unpaved rural roads, are tree lined or have historic stone walls, They are recognized as adding to the rural character that attracts tourists. The County is committed to the preservation of the unpaved rural roads where possible, provided that adequate levels of service and safety are maintained.

Paving these roads through the Secondary Road Improvement Program (SRIP) has been and is expected to continue to be a problem due to funding levels. Therefore, private sector contributions to necessary improvements are becoming increasingly important.

High traffic volumes on unpaved roads increase the maintenance costs incurred by VDOT. The *Revised General Plan* provides for the reduction of permitted rural densities in part to mitigate the additional costs that higher traffic volumes incur and to maintain adequate levels of service and safety on the unpaved roads.

"Rustic Road" Program

VDOT manages a Rural Rustic Road Program for any unpaved secondary road that carries at least 50 but no more than 1000 vehicles per day. The engineering standards in this program are designed to preserve the significant historic and environmental features of these low volume roadways, while limiting impacts to the rights-of-way of the existing roads. The following VDOT guidelines apply to the Rural Rustic Road Program:

- Roadways must be unpaved and already within the State Secondary System.
- Roadways must be a priority (line item) in an approved Secondary Six-Year Plan, even if the funding source is not from normal, secondary construction allocations.
- The Board of Supervisors, in consultation with VDOT's Resident Engineer or designee, must designate by a specific resolution a road or road segment as a Rural Rustic Road.
- Roadway or roadway section must be predominately for local traffic use.
- The local nature of the road means that most motorists using the road have traveled it before and are familiar with its features.
- The Board of Supervisors will endeavor to limit growth on roads improved under the Rural Rustic Road program and cooperate with the Department through its comprehensive planning process to develop lands consistent with rural rustic road concepts.
- Requires a special Resolution designating the road as a Rural Rustic Road by County Board of Supervisors for each individual road.

"Pave In Place" Program

VDOT manages a "pave in place" program for any unpaved secondary road that carries at least fifty but no more than 750 vehicles per day. These roads may be paved or improved and paved within their existing rights-of-way or within a wider right-of-way that is less than forty feet wide if the following conditions are met:

- The governing body of the County has requested paving of such road as part of the six-year plan for the County.
- Minor changes in alignment may be necessary to address issues.

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- Roadway drainage will be improved, if needed.
- Paving may be done within the existing right-of-way but abutting property owners are normally expected to donate additional right-of-way for spot widening if necessary for safety.
- The Commonwealth Transportation Commissioner, after having considered only (i) the safety of such road in its current condition and in its paved or improved condition, including the desirability of reduced speed limits and installation of other warning signs or devices (ii) the views of the residents and owners of property adjacent to or served by such road, (iii) the views of the governing body making the request, (iv) the historical and aesthetic significance of such road and its surroundings, (v) the availability of any additional land that has been or may be acquired by gift or other means for the purpose of paving such road within its existing right-of-way or within a wider right-of-way that is less than forty feet wide, and (vi) environmental considerations, shall grant or deny the request for the paving of such roads under this subsection.

In 2001, Virginia repealed the sunset provision on the legislation enabling the Pave-In-Place Program. This program therefore could be used for appropriate safety improvements to unpaved roads in instances endorsed by the County.

Rural Roads Policies

1. Transportation road improvements in the Rural Policy Area will be focused on safety and adequate levels of service improvements which will be designed to protect the rural character of the road network.
2. All the roads in the Rural Policy Area will be kept as two-lane roads except Route 7, **Delete "Route 9, Route 15, and ultimately Route 287."**
3. Route 7 will be developed as a six- to eight-lane fully limited access highway ultimately, with the portion between its interchanges (and including the Route 7/9 interchange) with Route 9 and West Market Street in Leesburg being a high priority project.
4. The County will support development of Route 7 as a limited access road between the Leesburg interchange and the Route 9 interchange.
5. **Delete "A Route 9 Hillsboro Bypass will be established and the road will remain a two-lane road with traffic calming through the Town of Hillsboro. Other segments of the road west of the Bypass and east of Hillsboro will be widened to four-lanes."**
6. **Delete "A Lucketts Bypass will be established for Route 15, while Route 15 through Lucketts will remain a two-lane road with traffic calming through the Lucketts Community. North of Leesburg, north and south of the Lucketts Bypass, Route 15 will be widened to four-lanes."** South of Leesburg from Harmony Church Road, Route 15 will remain a two-lane road with necessary improvements including turn lanes and 12 foot through lanes, except for the southern-most portion **which will be widened between New Road and the Prince William County line** to meet the four-lane section in Prince William County.
7. The County supports the construction of the Route 50 traffic calming project by VDOT, as developed pursuant to the 1998 TEA-21 bill as a national model in rural traffic calming. A goal of the project is

to construct similar projects in other areas of the County to preserve the scenic and historic value of the Rural Policy Area.

8. To protect the entrance corridor to the National Register Middleburg Historic District, as well as the scenic and historic character and importance of the first paved road in the Commonwealth, the County will designate Route 50 through the Mosby Heritage Area as a Historic Roadway District as provided for in the 1993 Zoning Ordinance. To further protect the entrances to the Middleburg Historic District, the County will designate Route 626 (Foxcroft Road and The Plains Road) as a Historic Roadway District as provided for in the 1993 Zoning Ordinance.
9. Route 287 will be maintained as a two-lane rural arterial highway with necessary safety improvements to be coordinated with the Town Plans of Purcellville and Lovettsville. Opportunities to reserve right-of-way for a four-lane, median-divided roadway in the corridor should be acted upon in light of anticipated long-term traffic growth in the corridor.
10. The County will consider improvements on unpaved rural roads **if there are safety concerns or extensive maintenance requirements** based on traffic volumes, **Delete “the nature of the road users (local vs. unfamiliar drivers)”**, accident data, and by-right development. **Potential impacts to historic resources will be considered.**
11. The County will continue to coordinate with VDOT on procedures that enable County review of VDOT road improvement plans for rural roads so that the County can assess and prevent potential negative impacts of VDOT road projects on such rural character features as tree canopy, stone walls and fences, hedgerows, historic and agricultural structures, and view sheds.
12. To protect and preserve the historic character of the historic roads in the southwestern part of the county, the County designated a network of 32 historic roads, which is known as the “Beaverdam Historic Roadways District”, as a Historic Roadways District as provided for in the Zoning Ordinance. The Beaverdam Historic Roadways District is located south of Route 734 and north of Route 50 and is bounded to the east by Route 611 and to the west by the Blue Ridge Mountains and the Clarke and Loudoun County lines.
13. Any necessary improvements to roads in or adjacent to existing villages will incorporate site specific, **context sensitive** design solutions so as to preserve the character and fabric of the villages.
14. Development projects along rural roads will be expected to make appropriate road improvements based on their impacts. **Improvements shall incorporate context sensitive design and shall consider impacts on historic and environmental resources and accessibility for bicyclists and pedestrians as well as impacts to vehicle volumes.**
15. The County will establish performance standards for rural gravel roads that will be used to assess potential road improvements. **Performance standards shall address impact to historic and environmental resources as well as level of service for vehicles.**
16. In cases where unpaved roads must be paved, pave-in-place and rustic road standards will be used where appropriate.
17. The County will work with VDOT toward extensions and refinements to pave-in-place and rural rustic road legislation.
18. **To protect the County designated Waterford Historic District and the federally designated Waterford National Landmark, the County will support traffic**

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calming efforts consistent with the "Bury the Wires and Tame the Traffic, Waterford VA; Preliminary Engineering Study and Concept Plans prepared for Loudoun County, Virginia" by Kimley-Horn and Associates, completed in October 2003.

3. Transition Policy Area Roads

The Transition Policy Area is a planning area included in the *Revised General Plan* (see Chapter Eight of the *Revised General Plan*). It is envisioned as a distinct planning area to serve as a visual and spatial transition between the Suburban Policy Area to the east and the Rural Policy Area to the west. The Transition Policy Area is divided into six sub-areas ranging in density from one dwelling unit per 10 acres to two dwelling units per acre in a village pattern. Revised land use and density policies have reduced projected traffic volumes in the Transition Policy Area.

The existing road system in the Transition Policy Area is straining to handle current traffic at acceptable levels of service (LOS). Already approved developments as well as applications under review will require expansions to the road network and some of the required improvements have already been proffered. A significant portion of the CTP planned road network does not exist yet, including the Tri-County Parkway. The planned interchange at Route 7/Route 659, which is partially proffered, needs to be constructed. Design funds for the interchange are included in the County's Road Improvement Bond Program. Route 659 is a two-lane road, which needs to be widened to four lanes before planned development can be constructed. Existing proffers and allocated public funds will help accomplish this between Brambleton and Route 7. A project to partially accomplish this expansion is on the Secondary Road Improvement Program.

Route 621 is a two-lane road subject to rapidly growing commuter traffic between Leesburg and Route 50. Because of these traffic pressures, the road network in and bounding the Transition Policy Area is itself in a state of flux. For some of the arterial and collector roads in the area, the road section currently in place is planned for expansion to a larger facility in two phases, an interim section and an ultimate section.

Dulles South Boulevard (formerly Route 50 North Collector), is planned as a four-lane undivided road between North Star Boulevard and Lenah Loop Road. The segment of Dulles South Boulevard west of the Lenah Connector Road is no longer necessary.

Braddock Road (Route 620) is planned as a four-lane undivided road between North Star Boulevard (formerly Route 659 Relocated) and the Route 860 (Watson Road) Extension.

The CTP Appendix One, entitled Design Guidelines for Major Roadways Countywide, contains details on the existing, interim and ultimate conditions for Transition Policy Area roads. Appendix Two, Road Priorities, provides the priorities for these roads.

There are two types of regional roads in the Transition Policy Area in terms of the areas they connect. The first are roads that connect major activities centers outside of the Transition Policy Area. For example, Route 621 connects Leesburg to Route 50/Route 606 Fairfax County/the Regional Core and runs through the Transition Policy Area. Changes in Transition Policy Area policies are unlikely to change the *Revised Countywide Transportation Plan* ultimate sections of the road since much of the traffic will be through traffic. Traffic from developments in the Transition Policy Area will only amount to a small portion of the total traffic on these roads. The second are roads needed to serve development in the Transition Policy Area.

There are a number of design techniques that can be used to signal a traveler that a boundary into the Transition Policy Area has been crossed. A "transitional" image could be reinforced by other visual and

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- iv. Provide the local share for the state's Revenue Sharing Program; and,
 - v. Provide for use of local tax revenues as payment for road improvement bonds.
17. The County and private developers will fund the development of park-and-ride lots. The County will seek funds from a variety of sources including federal, state, County and Local Gasoline Tax, and other private sector sources.
 18. The County will review annually a primary project's priority through the state's Six Year Improvement Program (SYIP) and annually review the secondary road priorities through the Secondary Roads Six Year Improvement Program (SRSYIP).
 19. Funding safety improvements on arterial and collector roads such as traffic signals and turn lanes is a County priority.
 20. Notwithstanding a commitment to secure future reimbursements, preference for the use of available public funding will be given to improvement projects that are necessary to complete final sections of a transportation facility that is of high priority in the *2007 Countywide Transportation Plan* when no other funding option exists.
 21. The County will make maximum use of available and designated transportation funding sources to construct alternative transportation networks and road improvements specified in this plan in the shortest possible time frame.
 22. Where appropriate, the County will combine funding from two or more funding sources to provide expedited construction schedules for alternative transportation networks and road improvements.
 23. The County will seek the use of other road improvement funding mechanisms, such as proffers and taxing districts, which do not require local county funding.
 24. The County will develop a protocol for implementing transportation impact fees for by-right development as authorized in the 2007 VA Transportation Bill (HB3202), based on state implementing regulations to be released in the future.
- 25. Explore tolling impacts and strategies with State and Federal agencies.**

Proffers

A proffer is a voluntary commitment made by a land-owner at the time that an application for a zoning map amendment is approved. Proffers are enforceable agreements that run with the land and are intended to offset the impacts of a proposed development. Proffers are reviewed for implementation during the site plan and subdivision processes that come after a rezoning process. Proffers assist in improving the public infrastructure needed to serve new residents and users of new developments.

Ensuring that the impacts of a project on both the regional and local transportation system are addressed is of primary importance to the County. Preferably, the County seeks physical transportation improvements and in accord with all applicable policies of the *Revised General Plan*. However, the County will consider

plan addressing costs and potential funding sources. This document will include an evaluation and recommended development program for transit infrastructure including bus stops, bus shelters, park and ride lots, and ITS support.

- The County will support the Dulles Corridor Metrorail Project to implement Metrorail service to the Route 606 and Route 772 Stations in the Dulles Greenway Corridor.

Table 9-1: Implementation Recommendations

| Implementation Topic | Objectives | Implementation Task |
|--|--|---|
| A. FURTHER ANALYSIS OF MAJOR TRANSPORTATION CORRIDORS | | |
| Route 7: Algonkian Parkway to Leesburg | <ol style="list-style-type: none"> 1. Completion of planned interchanges and parallel roads. 2. Coordination of road improvements with land use policies. 3. Expansion of public transit 4. Consideration of an HOV/ Managed Lane network including the highway portion of Route 7 | <ol style="list-style-type: none"> 1. Develop implementation program for interchanges and parallel roads and prepare interchange designs 2. Prepare small area plans to ensure integration and networking of local street networks. 3. Prepare Countywide Transit Plan. Implement expanded transit services. 4. Study the feasibility and benefits of an HOV/ Managed Lane network |
| Route 7: East of Algonkian Parkway. | <ol style="list-style-type: none"> 1. Completion of planned road network. 2. Protection of local properties along Route 7. 3. Control of traffic volumes and maximize functionality on Route 7. Expansion of public transit. | <ol style="list-style-type: none"> 1. The County should support the continued evaluation of noise abatement along existing residential neighborhoods, including but not limited to noise barriers, to be done through innovative funding techniques (e.g., TEA-21). 2. Implement access management and other recommendations of the Route 7 Operations Improvement Project. 3. Prepare Countywide Transit Plan . Implement expanded transit services |
| Route 7: Between Leesburg and Route 9 | <ol style="list-style-type: none"> 1. Implementation of limited access, including local service roads and new interchange at White Gate Place. | <ol style="list-style-type: none"> 1. Prepare designs for widening Route 7 to six lanes and for the project interchange. 2. Obtain funding. |
| Route 9 | <ol style="list-style-type: none"> 1. Improvement of safety levels along the existing corridor. 2. Development of a Route 9 Corridor Study for the realignment of Route 9 north of Hillsboro. Delete "Plan including alternate alignments." 3. Delete" Development of a Hillsboro Bypass Feasibility and Location Analysis " | <ol style="list-style-type: none"> 1. Implement a Route 9 Safety Improvement Program. Consider traffic calming similar to Route 50 in the Town of Hillsboro.. 2. Conduct Route 9/Realignment Delete "Hillsboro Bypass Corridor" Study for north of Hillsboro. Emphasize citizen input. |
| Route 28: Route 7 to Fairfax County | <ol style="list-style-type: none"> 1. Completion of planned interchanges and parallel roads. 2. Coordination of transportation improvements with land use policies. 3. Expansion of public transit. Implementation of bus, rail and Transportation Demand Management (TDM). 4. Evaluation of Public-Private Transportation Act (PPTA) proposals to complete Route 28 improvements including interchanges. 5. Consider additional capacity in the corridor in concert with HOV/managed lane operation. | <ol style="list-style-type: none"> 1a. Develop implementation program for interchanges and parallel roads. Support PPTA projects. 1b. Advance acquisition of right-of-way. 2. Utilize the traffic impact analysis and development approval process to identify opportunities to reduce travel demand through strategies outlined in the CTP. 3. Prepare Countywide Transit Plan. Implement transit including bus, rail and TDM programs. Work with Dulles Corridor Task Force. 4. Study the feasibility and benefits of an HOV/ Managed Lane network |

| Implementation Topic | Objectives | Implementation Task |
|---|---|---|
| Route 15: North and South of Leesburg | <ol style="list-style-type: none"> 1. Improve safety levels along the existing corridor. 2. Control traffic growth on Route 15. 3. Protect/enhance roadside visual aspects. 4. Provide truck inspection pull-offs for both northbound and southbound traffic. 5. Provide additional capacity in the Route 15 north corridor similar to Route 7 west of Leesburg and improve the overall flow of traffic. 6. Widen Route 15 to four lanes between Town limits and Harmony Church Road and south of proposed Route 860 Connector. 7. Coordinate with Town of Leesburg on Route 15 improvements. | <ol style="list-style-type: none"> 1. Complete Route 15 Corridor Safety Program. 2. Use Countywide Transportation Model to plan for traffic relief for Route 15. 3. Develop program/policies to protect viewsheds and provide new visual amenities such as buffering. 4. Delete "Study the widening of Route 15 North of Leesburg, including a Lucketts Bypass and Point of Rocks bridge alternatives." Study the feasibility of adding 2 or more two lane crossings of the Potomac River east of Route 15. This would include coordination with Maryland and obtaining citizen input. |
| Dulles Greenway | <ol style="list-style-type: none"> 1. Complete planned road network including Greenway interchanges. 2. Coordinate road improvements with new land use policies. 3. Consider expansion of capacity in the Greenway in concert with HOV/Managed lane operation. | <ol style="list-style-type: none"> 1. Develop implementation program for Greenway Corridor road network. 2. Prepare small area plans to ensure integration and networking of local street networks. 3. Prepare Countywide Transit Plan. Work with Dulles Corridor Task Force. Coordinate Task Force. Coordinate with WMATA Regional Bus Study. 4. Study the feasibility and benefits of an HOV/Managed Lane network |
| Route 50 East of North Star Boulevard to Fairfax County | <ol style="list-style-type: none"> 1. Completion of planning interchanges and parallel roads. 2. Consideration of HOV/Managed lane operation | <ol style="list-style-type: none"> 1. Develop implementation plan for interchanges and parallel roads. 2. Study the feasibility and benefits of an HOV/Managed Lane network. |
| Route 606/Loudoun County Parkway | <ol style="list-style-type: none"> 1. Provide a controlled access highway around Dulles Airport. 2. Preserve capacity and minimize travel demand through coordination with land use. | <ol style="list-style-type: none"> 1. Study the feasibility of interchanges and access limitation along Route 606 and/or Loudoun County Parkway from Route 50 to Route 28 2. Utilize the traffic impact analysis and development approval process to identify opportunities to reduce travel demand through strategies outlined in the CTP. |
| Recommended Design Guidelines for Major Roadways Countywide updated periodically. | <ol style="list-style-type: none"> 1. Keep the appendix up-to-date with respect to changes that may have occurred through CPAMS, corridor studies, development applications, or VDOT processes. | <ol style="list-style-type: none"> 1. Prepare a biannual update of the CTP Appendix, utilizing the Countywide Transportation Model and up-to-date traffic count data from VDOT and development applications. |

B. COORDINATION WITH OTHER LOCALITIES

| | | |
|--|---|--|
| Leesburg Area Bypass Route 7/15 | <ol style="list-style-type: none"> 1. Increase capacity of the Bypass and improved safety. | <ol style="list-style-type: none"> 1. Work with the Town of Leesburg and VDOT to complete planning and engineering studies of bypass improvements. Examine the function of other peripheral roads to help reduce the local traffic on the bypass. Identify funding sources. |
| Hamilton Hillsboro Leesburg Lovettsville Middleburg Purcellville Round Hill | <p>Hamilton</p> <ol style="list-style-type: none"> 1. Develop traffic calming plan for the Town. <p>Hillsboro</p> <ol style="list-style-type: none"> 1. Develop a traffic-calming plan for Route 9 in the Town, including appropriate redesign of the intersection with Route 690. 2. Plan for Route 9 Realignment North of Hillsboro Delete "Bypass of Hillsboro as part of Route 9 Corridor Study." <p>Lovettsville</p> <ol style="list-style-type: none"> 1. Develop a traffic-calming plan for Route 287 in Town. <p>Middleburg</p> <ol style="list-style-type: none"> 1. Complete and Implement Route 50 Traffic Calming Project 2. Pursue Historic Roadways District designation for Route 50 and Route 626 through the Mosby Heritage Area as provided for in the 1993 Zoning Ordinance. 3. Continue Town/County coordination of storm drainage and pedestrian access improvements. <p>Purcellville</p> <ol style="list-style-type: none"> 1. Town/County coordination in the design, funding, and implementation schedule for the Southern Collector Delete "Circumferential" Road. Consider reduction from four-lane section to two-lane section in a 70-foot right-of-way. 2. Improve the Route 7 ramps at the Route 287 interchange to mitigate backups and dangerous turns onto Route 287. Retain the planned interchange at Route 7 Bypass/Route 690 3. Town/County coordination on proposed extension of the North Collector Road and connecting the Northern and Western Connector roads. <p>Round Hill</p> <ol style="list-style-type: none"> 1. Develop traffic studies that will include traffic calming. 2. Update internal streets to accommodate stormwater drainage and improve sidewalks for better access to public facilities. | <ol style="list-style-type: none"> 1. Work with the Towns and VDOT to prepare preliminary engineering studies to provide sufficient information for planned roads to estimate costs, negotiate development proffers, and for other purposes. Extend Commuter Bus Service as appropriate. 2. Generally, widths of roads located within Towns should be consistent with what is reflected in adopted Town Comprehensive Plans and adopted Transportation Plans. |
| Regular Town/County Transportation Meetings: Identify transportation issues and opportunities. | <ol style="list-style-type: none"> 1. Improve County/Town coordination in transportation planning. | <ol style="list-style-type: none"> 1. Expand Town and County meetings at the Board and staff levels. Refine agendas. Seek opportunities for public participation. |

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Countywide Transportation Plan

Appendix 1

DESIGN GUIDELINES FOR MAJOR ROADWAYS COUNTYWIDE

Loudoun County, Virginia

Existing Condition

| | |
|--------------------|---|
| Functional Class | Principal Arterial |
| Lanes/Right of Way | 4/200 |
| Description | R4M. Limited access median divided rural arterial. Design speed varies. |

Ultimate Condition

| | |
|-------------------------------|---|
| Functional Class | Principal Arterial |
| Lanes/Right of Way | 6/200 – Additional ROW may be required for interchange(s) |
| Description | U6M. Limited access median divided urban arterial. Upgraded to six lanes. Design speed determined by VDOT. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

11. Route 9 - Charles Town Pike

| | |
|------------------|--|
| Location/Segment | Western Loudoun/West Virginia State Line east to Route 662 (Clarkes Gap Road) Delete "<u>Hillsboro Bypass (West of Hillsboro)</u>" |
| Policy Area | Rural |

Existing Condition

| | |
|--------------------|--|
| Functional Class | Minor Arterial |
| Lanes/Right of Way | 2/Varies |
| Description | R2. Local access undivided rural arterial. 10- to 11-foot travel lanes. Design speed varies. |

Ultimate Condition

| | |
|-------------------------------|--|
| Functional Class | Minor Arterial |
| Lanes/Right of Way | 2 Delete "4" /Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | R2 Delete "4 M" . Local access Delete "<u>median divided</u>" rural arterial. 12-foot travel lanes. Delete "<u>Final alignment to be determined through a Corridor Study.</u>" Left & right turn lanes required at major intersections Design speed determined by VDOT. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

12. Delete "Hillsboro Bypass"

| | |
|-------------------------|---|
| <u>Location/Segment</u> | <u>Western Loudoun/Route 9, 1 Mile south of Route 690 intersection, south to Route 7 Business (Main St) at Tranquility Road</u> |
| <u>Policy Area</u> | <u>Rural</u> |

Ultimate Condition

| | |
|---------------------------|--|
| <u>Functional Class</u> | <u>Minor Arterial</u> |
| <u>Lanes/Right of Way</u> | <u>4/200 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u> |
| <u>Description</u> | <u>R4M. Controlled access median divided rural arterial. Desirable median crossover spacing of 900 feet. Left & right turn lanes required at all intersections. Design</u> |

speed determined by VDOT. Final alignment to be determined through corridor study.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

13. Delete "Route 9 - Charles Town Pike"

Location/Segment Western Loudoun/Hillsboro Bypass (West of Hillsboro) east to Route 662 (Clarkes Gap Rd)

Policy Area Rural

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural arterial. 10- to 11-foot travel lanes. Design speed varies.

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 2/Varies - Additional ROW may be needed for turn lanes

Description R2. Local access undivided rural arterial. 12-foot travel lanes. Final alignment to be determined through a Corridor Study. Left & right turn lanes required at major intersections and major traffic generators. Design speed determined by VDOT.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

14. Route 9 - Charles Town Pike

Location/Segment Western Loudoun/Route 662 (Clarkes Gap Rd) east to Route 7

Policy Area Rural

Existing Condition

Functional Class Minor Arterial

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural arterial. 10- to 11-foot travel lanes and grade-separated interchange at Route 7. Design speed varies.

Ultimate Condition

Functional Class Minor Arterial

Lanes/Right of Way 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural arterial. 12-foot travel lanes. Final alignment needs to be determined through a Corridor Study. Left & right turn lanes required at all intersections. Design speed determined by VDOT.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

20. Route 15 - King Street

| | |
|-------------------------------|---|
| Location/Segment | Leesburg/Route 704 (Harmony Church Road) north to Route 15/7 Bypass |
| Policy Area | Town |
| Existing Condition | |
| Functional Class | Minor Arterial |
| Lanes/Right of Way | 2/Varies |
| Description | U2. Local access undivided urban arterial. 4 lanes divided north of Evergreen Mills Road. Left & right turn lanes required at major intersections. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Minor Arterial/Virginia Byway (Route 50 north) |
| Lanes/Right of Way | 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4M. Controlled access median divided urban arterial. Left & right turn lanes required at all intersections. Design speed varies. |
| Bicycle/Pedestrian Facilities | Consult Leesburg Transportation Plan regarding bicycle accommodations. |

21. Route 15 - James Monroe Highway

| | |
|-------------------------------|---|
| Location/Segment | Western Loudoun/Route 15 Business (King Street) in Leesburg north to Maryland State line Delete "Route 15 Bypass south of Lucketts" |
| Policy Area | Rural/Town |
| Existing Condition | |
| Functional Class | Principal Arterial/Virginia Byway |
| Lanes/Right of Way | 2/Varies |
| Description | R2. Local access undivided rural arterial. Left & right turn lanes required at major intersections. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Principal Arterial/Virginia Byway |
| Lanes/Right of Way | 2 Delete "4" /Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | R2 Delete "4". Delete "Controlled access median divided" rural arterial. Left & right turn lanes Delete "required" to be considered at all intersections. Design speed varies. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

22. Delete "Route 15 - James Monroe Highway"

| | |
|-----------------------------|---|
| Location/Segment | Western Loudoun/Route 15 Bypass south of Lucketts to Route 15 Bypass north of Lucketts |
| Policy Area | Rural |
| Existing/Ultimate Condition | |
| Functional Class | Principal Arterial/Virginia Byway |
| Lanes/Right of Way | 2/Varies - Additional ROW may be needed for turn lanes |

Description R2. Local access undivided rural arterial. Left & right turn lanes required at major intersections Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

23. Delete "Route 15 - James Monroe Highway"

Location/Segment Western Loudoun/Route 15 Bypass north of Lucketts north to Maryland State Line

Policy Area Rural

Existing Condition

Functional Class Principal Arterial/Virginia Byway

Lanes/Right of Way 2/Varies

Description R2. Local access undivided rural arterial. Right turn lanes required at major intersections. Design speed varies.

Ultimate Condition

Functional Class Principal Arterial/Virginia Byway

Lanes/Right of Way 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Local access median divided rural arterial. Left & right turn lanes required at major intersections Design speed varies.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

24. Delete "Route 15 Bypass - US 15 Bypass"

Location/Segment Western Loudoun/US 15 near 800 feet north of Selma Lane to US 15 near Route 658 (St. Clair Lane)

Policy Area Rural

Ultimate Condition

Functional Class Principal Arterial

Lanes/Right of Way 4/200 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities

Description R4M. Controlled access median divided rural arterial. Desirable median crossover spacing of 900 feet. Left & right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

| | |
|-------------------------------|---|
| Description | U4. Local access undivided urban collector. Left & right turn lanes required at major intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |
| Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/90 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Local access undivided urban collector. Bridge over Route 7. Left & right turn lanes required at major intersections 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

46. Route 7 South Collector Road - Russell Branch Parkway

| | |
|-----------------------------------|--|
| Location/Segment | Dulles North/Pacific Boulevard west to Claiborne Pkwy |
| Policy Area | Suburban |
| Existing/Interim Condition | |
| Segment | Richfield Way to Loudoun County Pkwy, Ashbrook Place to Ashburn Village Blvd. and Ashburn Rd to Claiborne Pkwy. |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4M. Controlled access median divided urban collector. Desirable median crossover spacing 700 feet. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |
| Ultimate Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 6/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U6M. Controlled access median divided urban collector. Desirable median crossover spacing to fit design speed. Left & right turn lanes required at all intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

47. Route 7 South Collector Road - Russell Branch Parkway

| | |
|------------------------------------|--|
| Location/Segment | Dulles North/Claiborne Pkwy west to Route 659 Delete "Trail View Blvd" |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Existing Segment | Claiborne Pkwy to 2,000 ft west of Tournament Pkwy |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4M. Controlled access median divided urban collector. Desirable median crossover spacing 700 feet for new segments. Left & right turn lanes required at all intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

Ultimate Condition

| | |
|-------------------------------|---|
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/90 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | R4. Local access undivided rural collector. Left & right turn lanes required at all intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

57. Route 15/50 Connector

| | |
|-----------------------------------|---|
| Location/Segment | Dulles South/US 15 north and east to US 50 |
| Policy Area | Rural |
| Interim/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/50 - Additional ROW may be needed for turn lanes |
| Description | R2. Local access undivided rural collector. Connecting US 15 and US 50 as part of US 50 Traffic Calming Project. Left & right turn lanes recommended at major intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

58. Route 600 - New Road

| | |
|-------------------------------|---|
| Location/Segment | Dulles South/Braddock Rd east to the Lenah Loop Road |
| | Delete "to US 15" |
| Policy Area | Rural |
| Existing Condition | |
| Functional Class | Local/Secondary |
| Lanes/Right of Way | 2/30 |
| Description | R2. Local access undivided rural secondary road. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/50 Delete "4/90" - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | R2 Delete "4" . Local access undivided rural collector. Left & right turn lanes required at major intersections 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

59. Route 604 - Sugarland Road

| | |
|------------------------------------|---|
| Location/Segment | Eastern Loudoun/Fairfax County line west to Route 625 |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/70 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Local access undivided urban collector. Left & right turn lanes required at major intersections 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

60. Route 605 - Rock Hill Road

| | |
|---------------------------|--|
| Location/Segment | Eastern Loudoun/Route 606 south into Fairfax County |
| Policy Area | Suburban |
| Existing Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/Varies |
| Description | R2. Local access undivided rural collector. Design speed varies. |

Ultimate Condition

| | |
|-------------------------------|--|
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/70 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Controlled access undivided urban collector. Possible connection to Innovation Avenue in Fairfax County. Left & right turn lanes required at major intersections |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

61. Route 606 - Old Ox Road

| | |
|------------------------------------|---|
| Location/Segment | Eastern Loudoun/Fairfax County Line west to Shaw Road |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 6 Delete "4" /120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U6 Delete "4" M. Controlled access median divided urban collector. Minimum median crossover spacing of 650 feet. Left & right turn lanes required at all intersections. 45 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

62. Route 606 - Old Ox Road

| | |
|---------------------------|--|
| Location/Segment | Eastern Loudoun/Shaw Road west to Route 28 (Sully Road) |
| Policy Area | Suburban |
| Existing Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/120 |
| Description | U4M. Controlled access median divided urban collector. Median crossover spacing no less than 650 feet. Left & right turn lanes required at major intersections. 45 mph design speed. |

Ultimate Condition

| | |
|-------------------------------|---|
| Functional Class | Major Collector |
| Lanes/Right of Way | 6/110 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U6M. Limited access median divided urban collector. Minimum median crossover spacing of 650 feet. Left & right turn lanes required at all intersections. 45 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

63. Route 606 - Old Ox Road

| | |
|------------------|---|
| Location/Segment | Eastern Loudoun/Route 28 (Sully Road) west to Dulles Greenway |
|------------------|---|

| | |
|--------------------------------|---|
| Lanes/Right of Way Description | 2/Varies R2. Local access undivided rural collector. 9-foot travel lanes. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way Description | 2/50 - Additional ROW may be needed for turn lanes R2. Local access undivided rural collector. 10- to 11-foot travel lanes and 2- to 4-foot shoulders. Left & right turn lanes recommended at major intersections. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

82. Route 625 - Church Road

| | |
|------------------------------------|---|
| Location/Segment | Eastern Loudoun/Route 604 (Sugarland Road) west to Route 846 (Sterling Blvd) |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U2. Local access undivided urban collector. 20- to 44 foot travel ways with parking on one side. Left & right turn lanes recommended at major intersections. Design speed varies. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

83. Route 625 - Church Road

| | |
|------------------------------------|---|
| Location/Segment | Eastern Loudoun/Route 846 (Sterling Blvd) west to Cascades Pkwy |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | Delete "U4" U-2. Local access undivided urban collector. Left & right turn lanes required at major intersections 40 mph design speed. Parking on one side. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

84. Route 625 - Church Road

| | |
|--|--|
| Location/Segment | Eastern Loudoun/Cascades Pkwy west to Atlantic Boulevard/ Davis Drive |
| Policy Area | Suburban |
| Existing and Ultimate Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/Varies |
| Description | U4M. Local access median divided urban collector. Design speed varies. |

Delete "Ultimate Condition"

| | |
|-------------------------|------------------------|
| Functional Class | Major Collector |
|-------------------------|------------------------|

| | |
|---|--|
| <u>Lanes/Right of Way</u> | <u>6/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u> |
| <u>Description</u> | <u>U6M. Local access median divided urban collector. Desirable median crossover spacing 700 feet. Left & right turn lanes required at all intersections. 40 mph design speed.</u> |
| <u>Bicycle/Pedestrian Facilities</u> | <u>Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u> |

85. Route 625 - Church Road

| | |
|------------------|--|
| Location/Segment | Eastern Loudoun/Atlantic Boulevard/Davis Drive west to Route 28. |
| Policy Area | Suburban |

Existing and Ultimate Condition

| | |
|--------------------|---|
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/Varies |
| Description | U4M. Local access median divided urban collector. Grade separated interchange at Route 28. Design speed varies. |

Delete "Ultimate Condition"

| | |
|---|---|
| <u>Functional Class</u> | <u>Major Collector</u> |
| <u>Lanes/Right of Way</u> | <u>6/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities</u> |
| <u>Description</u> | <u>U6M. Limited access median divided urban collector. Left & right turn lanes required at all intersections. 50 mph design speed.</u> |
| <u>Bicycle/Pedestrian Facilities</u> | <u>Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.</u> |

86. Route 625 - Waxpool Road

| | |
|------------------|---|
| Location/Segment | Dulles North/Route 28 west to Pacific Boulevard |
| Policy Area | Suburban |

Existing/Ultimate Condition

| | |
|-------------------------------|---|
| Functional Class | Major Collector |
| Lanes/Right of Way | 6/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U6M. Limited access median divided urban collector. Left & right turn lanes required at all intersections. 50 mph design speed. Median crossover spacing no less than 600 feet. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

87. Route 625 - Waxpool Road

| | |
|------------------|---|
| Location/Segment | Dulles North/Route 640 west to Faulkner Parkway |
| Policy Area | Suburban |

Existing Condition

| | |
|--------------------|-----------------|
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/Varies |

| | |
|-------------------------------|--|
| Policy Area | Suburban |
| Existing Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/Varies |
| Description | U4M. Controlled access median divided urban collector. Median crossover spacing no less than 700 feet. Left and right turn lanes required at all intersections. 50 mph design speed. |
| Ultimate Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 6/120 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U6M. Controlled access median divided urban collector. Minimum median crossover spacing of 700 feet. Left & right turn lanes required at all intersections. 50 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

91. Route 634 - Moran Road

| | |
|-------------------------------|--|
| Location/Segment | Eastern Loudoun/Davis Drive south to Route 789 |
| Policy Area | Suburban |
| Existing Condition | |
| Segment | Just west of Route 28 to Route 789 |
| Functional Class | Major Collector |
| Lanes/Right of Way | 2/Varies |
| Description | R2. Local access undivided rural collector. Unpaved. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Major Collector |
| Lanes/Right of Way | 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Local access undivided urban collector. Access to Route 625 will be terminated. Route 634 will follow a new alignment east of Pacific Boulevard Delete "with an overpass of Route 28." Left & right turn lanes required at major intersections 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

92. Route 636 - Shaw Road

| | |
|-------------------------------|---|
| Location/Segment | Eastern Loudoun/Just north of Innovation Ave. north to Route 606 |
| Policy Area | Suburban |
| Existing Condition | |
| Functional Class | Local Secondary Road |
| Lanes/Right of Way | 2/Varies |
| Description | R2. Local access undivided rural secondary road. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Local access undivided urban collector. Left & right turn lanes required at major intersections 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

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93. Route 636 - Shaw Road

| | |
|-------------------------------|---|
| Location/Segment | Eastern Loudoun/Route 606 north to Cedar Green Road Delete "Davis Drive" |
| Policy Area | Suburban |
| Existing Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/Varies |
| Description | U4. Local access undivided urban collector. Design speed varies. |
| Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/Varies - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4. Local access undivided urban collector. Delete "Realigned to the east to Davis Drive just south of Route 625 (Church Road)". Left & right turn lanes required at major intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

94. Route 637 - Cascades Parkway

| | |
|-------------------------------|---|
| Location/Segment | Eastern Loudoun/Route 625 north to Nokes Blvd/Potomac View Rd |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 4/90 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | U4M. Controlled access median divided urban collector. Minimum 600 feet median crossover spacing. Left & right turn lanes required at all intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

95. Route 637 - Potomac View Road

| | |
|-------------------------------|---|
| Location/Segment | Eastern Loudoun/Cascades Parkway (at Nokes Blvd) east and north to Benedict Drive. |
| Policy Area | Suburban |
| Existing/Ultimate Condition | |
| Functional Class | Minor Collector |
| Lanes/Right of Way | 2/50 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities |
| Description | R2. Local access undivided rural collector. R2 with U4 in vicinity of Benedict Drive. 12 foot wide travel lanes. Left & right turn lanes recommended at major intersections. 40 mph design speed. |
| Bicycle/Pedestrian Facilities | Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements. |

96. Route 637 - Potomac View Road

| | |
|------------------|--|
| Location/Segment | Eastern Loudoun/Benedict Drive to Route 7. |
| Policy Area | Suburban |

183. Lexington Drive

Location/Segment Dulles North/Russell Branch Parkway to Ashburn Village Parkway
North of Route 7
Policy Area Suburban

Existing and Ultimate Condition

Functional Class Minor Collector
Lanes/Right of Way 4/90
Description U4M. Controlled access median divided urban collector. Median crossover spacing 700 feet. Partially built. Will follow alignments of Smith Circle and Atwater Drive. Left and right turn lanes required at all intersections. 40 mph design speed.

Delete "Ultimate Condition"

Functional Class Minor Collector
Lanes/Right of Way 4/90 - Additional ROW may be needed for turn lanes and bicycle/pedestrian facilities
Description U4M. Controlled access median divided urban collector. Bridge over Route 7. Desirable median crossover spacing 700 feet. Left & right turn lanes required at all intersections. 40 mph design speed.
Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

184. Loudoun County Parkway

Location/Segment Dulles North/Dulles Greenway west and south to Route 606
Policy Area Suburban

Existing/Interim Condition

Existing Segment Dulles Greenway to 2,800 ft south of Claiborne Pkwy
Functional Class Minor Arterial
Lanes/Right of Way 4/120 - Additional ROW may be needed for turn lanes
Description U4M. Controlled access median divided urban arterial. Desirable median crossover spacing 900 feet. Left and right turn lanes required at all intersections. 50 mph design speed.

Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

Ultimate Condition

Functional Class Minor Arterial
Lanes/Right of Way 8/120 - Additional ROW may be needed for turn lanes
Description U8M. Controlled access median divided urban arterial. Upgraded to eight lanes. Desirable median crossover spacing 900 feet. Left & right turn lanes required at all intersections. 50 mph design speed.
Bicycle/Pedestrian Facilities Refer to Table A in Appendix 5 and to Loudoun County Bicycle and Pedestrian Mobility Master Plan for facilities requirements.

185. Loudoun County Parkway

Location/Segment Dulles North/Route 606 to Route 50, following existing Route 606 alignment
Policy Area Suburban